

# The Hongkong Telegraph

(ESTABLISHED 1881.)

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WEATHER FORECAST  
RAIN.  
Barometer 29.54

August 15, 1914, Temperature 6 a.m. 80, 2 p.m. 90  
Humidity 90, 81

August 15, 1914, Temperature 6 a.m. 78, 2 p.m. 84  
Humidity 91, 84

2875

號四拾二月六年寅甲

SATURDAY, AUGUST 15, 1914.

大甲寅 號五十月八年癸

SINGLE COPY 10 CENTS  
\$35 PER ANNUM

## THE WAR.

### MOVEMENTS OF THE BRITISH FAR EASTERN FLEET.

#### GRADUALLY CIRCUMSCRIBING GERMAN ACTION.

##### French and Belgians Still Holding Their Own.

[Reuter's Service To "The Telegraph."]

Aug. 14, 3.55 p.m.

Great silence prevails in the main war theatres, only scraps of news filtering through.

##### Liege Intact.

Liege is still intact, and after five days' fighting France maintains possession of the crest of the Vosges and is repulsing well-directed German attacks.

##### German Prisoners.

Belgium has asked France to accommodate 2,000 German prisoners.

##### French Captures.

The French captured in the fighting along the Othain River a battery of artillery, three mitrailleuses, and ammunition waggons.

##### Our Far Eastern Fleet.

Aug. 14, 1.30 p.m.

The British Fleet is gradually circumscribing the action of the German Fleet in the Far East.

The Germans are concentrating at Tokyo and Yokohama preparatory to leaving, owing to the expectancy of war between Japan and Germany.

#### EARLIER TELEGRAMS.

##### Great Belgian Victory.

Aug. 13, 3.35 p.m.

The Liege forts are intact. Yesterday's engagements will be known as the Battle of Haelen. They lasted throughout the day. By evening the Belgians had cleared the ground between Diest, Haelen and Zwick. The country was covered with dead. A portion of the Belgian Left wavered, but was reinforced.

Aug. 13, 5.50 p.m.

A Belgian official despatch confirms the victory at Haelen. The German losses are given as three-fifths of those engaged. The Belgian losses were slight.

The Belgians captured a number of quick-firers mounted on motor-cars.

##### German Regiment Annihilated.

Aug. 14, 4 a.m.

Simultaneously with the battle of Haelen, the Germans were repulsed with heavy losses at Eghezze, ten miles north of Namur (Belgium).

The French defeated and pursued the Germans in a two days' battle at the River Othain, south of Montmedy. They annihilated a regiment of Dragoons, and captured a thousand officers and men.

##### Russians Overcome Austrians.

The Russians captured the Austrian town of Sokal (Galicia) after dislodging the Austrians with heavy losses. The Russians pursued the enemy across the river Bag and destroyed two bridges and a viaduct.

##### The Overseas Forces.

Field-Marshal Earl Roberts has been appointed Colonel-in-Chief of the forces from Overseas.

##### Communication Interrupted.

Communication between Japan and Europe is interrupted.

##### Bulgaria's Assurance.

Bulgaria has assured Russia that she will observe the strictest neutrality.

##### The Bank of England.

The Bank of England return shows its position as follows:

Reserve	£215,500,000
Deposits	£8,000,000
Other Assets	£8,250,000
Liabilities	£70,750,000
Proportion of Reserve to Liabilities	17 per cent.

## DIARY OF WAR.

### Development of the Crisis Step by Step.

June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

June 30.—Anti-Serbian Demonstrations in Vienna and Travnik.

July 1.—Martial law declared throughout Bosnia and Herzegovina.

July 3.—Serbian tri-colour burned in the neighbourhood of the Serbian Legation in Vienna. The semi-official *Feier Lloyd* warns Belgrade of the necessity of an immediate change of tone.

July 9.—The *Lokal Anzeiger* (Berlin) says if responsibility for the murders is brought home to Serbians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade. The same day the *Temps* correspondent at Belgrade states Austrian troops are concentrating on frontier.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pan-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpectedly severe. Semi-official *Feier Lloyd* claims that Germany will suffer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

July 26.—Russian request for extension of time on Serbia's behalf refused. Serbia accepts some Austrian demands and rejects others. Martial law in Austria Hungary. Serbian capital transferred to Kragujevac.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Czar, addressing Council of Ministers, declares: "We have stood this sort of thing for seven and a half years. This is enough." Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 29.—Austrians blockade Antivari. Panic in New York stock market. British Consols drop to 89. Mr. Asquith announces that the situation is one of "extreme gravity." Serbians destroy bridge at Semlin. Austrians bombard Serbian positions, compelling evacuation. Two Serbian steamers captured. German troops move in response to Russian advance towards Wirballen.

July 30.—British First Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Serbians and Austrians five miles down river from Belgrade. Home Rule Amending Bill postponed; Britain presents a "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed; Bank of England rate 8 per cent. Bank Act suspended. Russians destroy railway bridge in Austria between Szekowa and Grankza. New Zealand and Canada offer assistance.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England rate 10 per cent. Germany declares war. First shots fired by Russian

frontier patrol on Germans near Proskien; no casualties.

August 2.—British cabinet meets and adjourns till evening. Cossova invade Germany near Biala. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—French papers state Britain will intervene with Expeditionary Force. German cruiser reported to be bombarding Liege. Heavy fighting on River D in between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian Fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta. Sir Edward Grey's speech in Parliament.

August 4.—German ultimatum to Belgium. Reported Anglo-German naval battle. Earl Kitchener sails, but is recalled. War declared between Britain and Germany.

August 5.—Germans invade Belgium. Japan to take measures to discharge Treaty obligations to Britain. Germans violate Dutch territory at Tilburg. Russian and German troops in contact on frontier. Reported that French detachment captures German cruiser Goeben and Breslau and sinks the Panther. Germans reported to have violated neutrality of Switzerland. Bombardment of Liege begun by Germans.

Sir John French gazetted Inspector General of British Forces. Admiral Jellicoe becomes supreme commander of the Fleet. August 6.—German troops reported to have been repulsed by Belgians in fighting near Liege. Lord Kitchener's departure for Egypt again cancelled.

Numerous German prizes brought to British ports. Earl Kitchener appointed Secretary for War. Bank of England rate reduced to 6 per cent. Germans repulsed by Belgians, with 8,000 casualties. Serbian volunteers cross the Save and plant flag on Austrian bank. Germany threatens Italy with war unless she supports allies. H.M.S. Amphion sinks German mine-layer Koenig. Laise and later strikes mine and sinks herself. Uhlans enter Liege but Belgians exterminate them. House of Commons vote additional war credit of £10,000,000. Nineteen German warships reported sunk or captured in North Sea. Two German cruisers reported sunk in Atlantic.

August 7.—German Cavalry division routed by Belgians in Luxembourg. Germany asks for armistice; admits 25,000 men are hors de combat.

August 8.—German Cavalry Division crosses Meuse, but is practically annihilated by Belgians. Italy firmly refuses to fight. Bank of England rate reduced to 5 per cent. British seize South Togoland from German and French entrenchments. Togoland British Government accepts Australia's offer of 20,000 men. French troops enter Alsace-Lorraine.

August 9.—Germans evacuate Luxembourg owing to French advance. Japan issues ultimatum to Germany. German submarine sunk by British warship. Reported that Japan has issued ultimatum against Germany. Earl Kitchener appeals for 100,000 men. Russians enter Austrian territory near the valley of Styra.

August 10.—Austrian cruisers bombard Antivari. Capture in Franco-Austrian relations officially announced. August 11.—Commonwealth Navy transferred to Admiralty till war ends. Announced that there are 8,000 German prisoners in Belgium. Reported that Germans desperately attacked Fort Sarr-lige, but were repulsed. Germans attack Malhamp in Alsace, compelling small French

forces to retire. French remain masters in Upper Alsace. Austrian troops reported to have entered Alsace. Liege forts reported still intact. Imperial Government to withdraw troops from South Africa. Germans seize London, which is left occupied by Belgians. Great response to Earl Kitchener's appeal for men.

August 12.—Belgium reports that German advance guards are falling back on main Army. Twirre cannonading heard from Tongres.

August 13.—Belgians hold their own in first engagement in the opera at Hasselt. British Admiralty announces that it is confident of its ability to keep the trade routes open. Great Britain and Austria at war. Belgians victorious in fight with Germans at Haelen. German losses being three-fifths of those engaged. French defeat Germans in a battle along the River Othain; regiment of Dragoons annihilated.

August 14.—British Fleet gradually circumscribing action of German Fleet in the Far East. Earl Roberts appointed to command Overseas Forces. Liege still intact. Belgium asks France to accommodate 2,000 German prisoners.

### THE EMPRESS DISASTER.

#### Full Finding of the Commission.

As was briefly reported at the time, the Commission of Inquiry into the Empress Disaster found the collision to have been due to the collision of the Empress with the collier *St. Lawrence* to blame, holding that the disaster was due to the collier's change of course. The collier's third officer, found responsible, is Alfred Tufenes. He was on the bridge when the crash occurred.

"We regret," says the finding, "to have to impute blame to any one in connection with this lamentable disaster, and we should not do so if we felt that any reasonable alternative was left to us. We can, however, come to no other conclusion than that Mr. Tufenes was wrong and negligent in altering his course in the fog, as he undoubtedly did, and that he was wrong and negligent in keeping the navigation of the vessel in his own hands and in failing to call the captain when he saw the fog coming on."

"It is not to be supposed that this disaster was in any way attributable to any special characteristics of the *St. Lawrence* waterway. It was a disaster which might have occurred in the Thames, in the Clyde, in the Mersey, or elsewhere in similar circumstances."

"Such is the conclusion at which we have arrived on the question as to who was to blame for the disaster. But the question of greater public interest and importance remains to be considered, viz., why the ship sank so quickly, and what steps, if any, can be taken to prevent the terrible consequences which so often follow such disasters. The main difference between the two vessels (of the officers of the Empress and the *St. Lawrence*, respectively) is to be found in the description of the way in which the two vessels were approaching each other at the time the Empress of Ireland changed her course after having obtained an offing from Fisher Point."

Irreconcilable Testimony. The witnesses from the *St. Lawrence* say they were approaching so as to pass red to red, while those from the Empress of Ireland say they were approaching so as to pass green to green. The stories are irreconcilable, and we have to determine which is the more probable. Times, distances, and bearings vary so much, even in the evidence of witnesses from the same ship, that it is impossible to rely on their conclusions upon them. We have, therefore,

thought it advisable to found our conclusions almost entirely upon the evidence spoken to by the witnesses and upon their probable sequences in order to arrive at a solution of the difficulty.

"After carefully weighing the evidence we have come to the conclusion that Mr. Tufenes was mistaken if he supposed that there was any intention on the part of the Empress of Ireland to pass port to port, or that she, in fact, by her lights manifested the intention of doing so; but it appears to us to be a mistake which would have been of no consequence if both ships had subsequently kept their courses."

"Shortly after the ships came into the position of green to green, as claimed by Capt. Kendall, or red to red, as claimed by Mr. Tufenes, the fog shut them out from each other, and it is while they were both enveloped in this fog that the course of one or the other was changed, and the collision brought about. From the evidence adduced on behalf of both vessels it is plain that before the fog, and when they last saw each other, there was no risk of collision, if each kept her course. Therefore the question as to who is to blame resolves itself into a simple issue, namely, which of the ships changed her course during the fog."

"With reference to this issue it will be convenient to deal with the evidence connected with the Empress of Ireland first."

#### Canadian Liner's Course Not Changed.

"No witness speaks of having seen her make any change of course during the fog, and those who were on board engaged in her navigation distinctly deny that any change whatever was made. There is, in our opinion, no ground for saying that the course of the Empress of Ireland was ever changed in the sense that the wheel was wilfully moved, but, as the hearing proceeded, another explanation was propounded, namely, that the vessel changed her course not by reason of any wilful alterations of her wheel, but in consequence of some uncontrollable movement which was accounted for at one time on the hypothesis that the steering gear was out of order, and at another, by the theory that, having regard to the fullness of the stern of the Empress of Ireland, the area of the rudder was insufficient. Evidence was called in support of this explanation. It is not necessary to examine this evidence in detail. The principal witness on the point as to the steering gear was a man named Galway, one of the quartermasters on the Empress of Ireland. He said that he reported the jamming incident to Williams, the second officer on the bridge (who was drowned), and to Pilot Bernier. He said he also mentioned the matter to Quartermaster Murphy, who relieved him at midnight of the disaster. Pilot Bernier and Murphy were called and they denied that Galway had made any complaint whatever to them about the steering gear. Galway gave his evidence badly and made so unsatisfactory a witness that we cannot rely on his testimony."

"On the whole, question of the steering gear and rudder, we are of opinion that the allegations as to their conditions are not well founded. We have consulted our advisers and they concur in this opinion. "We think that he [Capt. Kendall] would have been better advised if he had given the *St. Lawrence* a wider berth, and had navigated his ship so as to pass the *St. Lawrence* at a greater distance on his beam than he originally intended. We do not think, however, that his stopping, which was really done for greater caution, can be said to have been an unreasonable act, nor do we consider his failure to give the wider berth as a contributory cause for the disaster."

## TELEGRAMS.

### NEWS FOR BUSY MEN.

#### CONCERNED.

The facts at Liege are still intact.

A telegram gives the financial standing of the Bank of England.

Communication between Japan and Europe is interrupted.

Bulgaria has assured Russia that she will observe the strictest neutrality.

After dislodging the Austrians the Russians have captured the town of Sokal in Galicia.

Earl Roberts has been appointed Commander-in-Chief of the Forces from Overseas.

After five days' fighting the French maintain possession of the crest of the Vosges.

Belgium has asked France to accommodate 2,000 German prisoners.

The British Fleet is gradually circumscribing the action of the German Fleet in the Far East.

The French have defeated the Germans along the River Othain annihilating a regiment of Dragoons and capturing a thousand officers and men.

In a fight with the Germans at Haelen the Belgians gained a great victory, the German losses being three-fifths of those engaged.

## NEWS.

Hongkong Twenty-five Years Ago will be found under the heading "1889" on page 4.

"Our Contemporaries" appears on page 2 and log book on page 6.

General news and some facts concerning the progress of Pahang appear on page 3.

The first instalment of a short story will be found on an extra to-day.

## DON'T FORGET.

### TO-DAY.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

### TO-MORROW.

Bijou Theatre 9.15 p.m.  
Victoria Theatre 9.15 p.m.

Monday, August 17, 1914  
Messrs. Mackintosh's Summer Sale.

Saturday August 22  
H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall—noon.







## GENERAL NEWS.

**Reported Riots in Lisbon.**  
Lisbon, July 14.—An extraordinary Cabinet Council was held last evening to discuss the steps to be taken to maintain public order, which at present is perfect. The Rocio square in the centre of Lisbon has been crowded all day with people anxious to see the damage done on Sunday night. The police are making active investigations. No news has been received from Portugal reporting riots on Sunday in Lisbon, and it is therefore to be presumed that a strict Press censorship has been established. A message received by the Paris *Matin*, and dated July 13, announces that serious riots occurred both at Lisbon and Oporto on Sunday. The reason given for the outbreak is the bitter enmity between the Evolutionists and the Democrats over the provisions of the new Electoral Bill.

**"Sweet" Pig.**  
"It's a pig, Bill," said a taxicab driver in Bond-street. Not only was the taxicab driver surprised when he saw it, but also the morning shoppers accustomed only to diminutive dogs. It was not a large, fat, ugly pig, but a dainty-looking, kittenish animal on a lead with a large pink bow. His name is "Tuppence," and he trotted sedately along at the heels of his master and mistress, emitting now and again a few pleased grunts. It was his first day out in London, and he was enjoying himself. He has toured the United States and visited Australia and New Zealand. On Tuesday he took his morning walk, first through Bond-street, and then, released from his lead, he enjoyed Rotten Row. There he was a great success. "What a sweet thing!" He shopped at the Stores—being left with the dogs.

**The Submarine in Warfare.**  
Speaking last month, at Newcastle-on-Tyne, at the annual dinner of the Institute of Naval Architects, Lord Charles Beresford said submarines and air vessels were new and important auxiliaries in naval warfare, but they must be counted more in the nature of defence than attack. Danger existed to us from the submarine, and to other nations, but no war existed without danger. Our business when new danger appeared was to meet it and to beat it. It was folly to suggest ceasing battleship-building because of a new auxiliary of defence or attack. A submarine on the surface was an easy objective, and it was defenceless. The remedy against its attack would be a fleet of small, speedy craft. They should not form hasty conclusions because of incidents in manoeuvres. We heard too much of defence and not enough of attack.

**Army Canteens Supply.**  
In a written answer to Colonel Ivor Phillips, Mr. Tennant says that the Committee on the Supply of Canteens is constituted as follows:—

Lord Rotherham (chairman); Mr. E. Burbridge; Lieutenant-Colonel M. D. Graham; Major-General Sir W. H. Lever; Brigadier-General S. S. Long; C. B., Director of Supplies and Quartermaster; Mr. W. P. Perry, O. B., Director of Financial Services; Major-General Sir F. S. Robb, K. C. V. O.; C. B.; Lieutenant-Colonel B. F. B. Stuart, 3rd Battalion Worcestershire Regiment; Mr. A. Whitehead; Mr. G. W. Lambert (War Office) will not act as secretary. The terms of reference are:—

"To inquire and report as to what changes in the system of supplying garrisons and regiments of troops are desirable and practicable."  
**France-German Relations.**  
Senator Amend, speaking at Chicago on July 11, stated what he declared to be the reason why France avoided war with Germany in 1905. After the Kaiser's surprise visit to Tangier, M. Delcasse (Minister for Foreign Affairs) proposed that the Cabinet should send the French fleet to Tangier, but M. Berthoulet (Minister for War) replied that he had only 500 rounds of ammunition for gun and that in a fight this would be exhausted in 10 days. M. Delcasse resigned office, and a few days later, M. Berthoulet was dismissed. A 400,000,000 franc loan (about 250,000,000 pounds) was granted to strengthen the frontier defences.

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## PROGRESS OF PAHANG

Extracts from the British Resident's Report.

In his report on Pahang for 1913, the British Resident, Mr. Brewster, goes into considerable detail of the State's progress. Mr. Brewster concludes with the following general remarks:—

The Gap portion of the trunk road which was seriously damaged by the cloud burst at the end of 1911 was reopened for traffic in June. The cost of putting this road in order and replacing several substantial bridges and many stone abutments was \$230,000. The Federated Malay States Railway has continued a weekly lorry service from Kuala Lumpur to Kuala Lipis, a distance of 84 miles. This service will probably be discontinued when the Kuala Lipis railway station is opened in the near future. Cart hire from Kuala Lumpur to Kuala Lipis is as expensive as ever. The Railway Department also carry the mails by motor car from Kuala Lumpur to Kuala Lipis and have maintained a fairly regular daily service.

The construction of the East Coast railway continued and a station is now opened at Kuala Tembling, which is 31 miles from Kuala Lipis by river, but will only be 21 by rail. Construction work is well in hand on this section, which runs through a rough and very broken country, much cutting and filling being necessary. At Kuala Tembling there is a well laid out camp and extensive workshops, where a large quantity of wood is sawn by machinery and fashioned for use by the railway in various parts of the Federated Malay States and the Colony. The timber used is practically all "mirbau." So far the railway has done very little for the development of this State. This is not surprising as it runs through country that does not appeal to agricultural capitalists and so far has not tapped any mining area. Had it come via Bentong and Raub and then up the Serau valley to Kelantan things would have been very different. There are indications that tin exists in the valleys of the Telom and Serau, which lie on the eastern side of the main range and are opposite to Kinta on the western side—it would seem probable that all the tin went west. Very fine samples of tin ore have recently been found by prospectors, and some land has been applied for in the neighbourhood through which the railway will pass.

Rice cultivation in Pahang is very different from that in the Western States, in fact we have hardly any rice fields as seen in Province Wellesley and Kelantan. First we have the "paya," or natural swamp areas in more or less narrow valleys, below flood level. These are planted during April and May, and reaped before the wet season, October, November and December, so as to avoid flooding. Then we have the higher plough land which is worked from about May to July and sown broadcast and reaped in January and February, and again we have land that is planted in October and November and

## DOOM OF BIG SHIPS.

The question of the protection of battleships against attacks from submarines was the subject of an interesting paper read by Sir John Bites at Newcastle to the Institute of Naval Architects. This problem is of more importance in view of Sir Percy Scott's recent pronouncement of the doom of big ships. He pointed out that the only means of protection against submarines other than by destroying them, which latter was not yet as normally possible for battleships, was increased armour below the waterline. The effect of this would be to reduce the speed of a 25,000-ton battleship by about two knots. The direct and simple issue was this: Is the gain in protection worth the loss of speed?

Sir John, in conclusion, submitted four questions to the consideration of the meeting:—

1. Is 4-in. armour sufficient protection against torpedoes to justify its adoption in battleships of the class of the later Dreadnoughts?
2. Is the submarine menace of sufficient importance to justify the adoption of 4-in. armour protection on the bottom?
3. Is the submarine menace of sufficient importance to justify the building of smaller, slower battleships of, say, 18,000 tons displacement, of 18 knots, having six heavy guns each instead of eight or ten as in the larger ships?
4. Is the method of applying armour to the bottom of sufficient value in itself to justify the adoption of a form of ship which offers greater resistance than the ordinary form?

Lord Brassey, opening the discussion, said that he thought it was clear that there was great liability to risk it was not well to put too many eggs into one basket. If armoured meant reducing the guns of ships they must have more ships to carry the guns in naval defence.

reaped in April and May, so that cultivation of a sort is going on all the year. The cultivators get very mixed as to the proper months for planting, forgetting or not knowing that the Mohammedan year varies about 11 days as compared with ours—is, for instance, the "fasting month," which is their general guide, in 1911 commenced on August 26. While it is year (1914) it commences on July 24, a month's change in three years. Rangoon's gambling was again abolished throughout the State, causing a reduction in revenue of about \$170,000.

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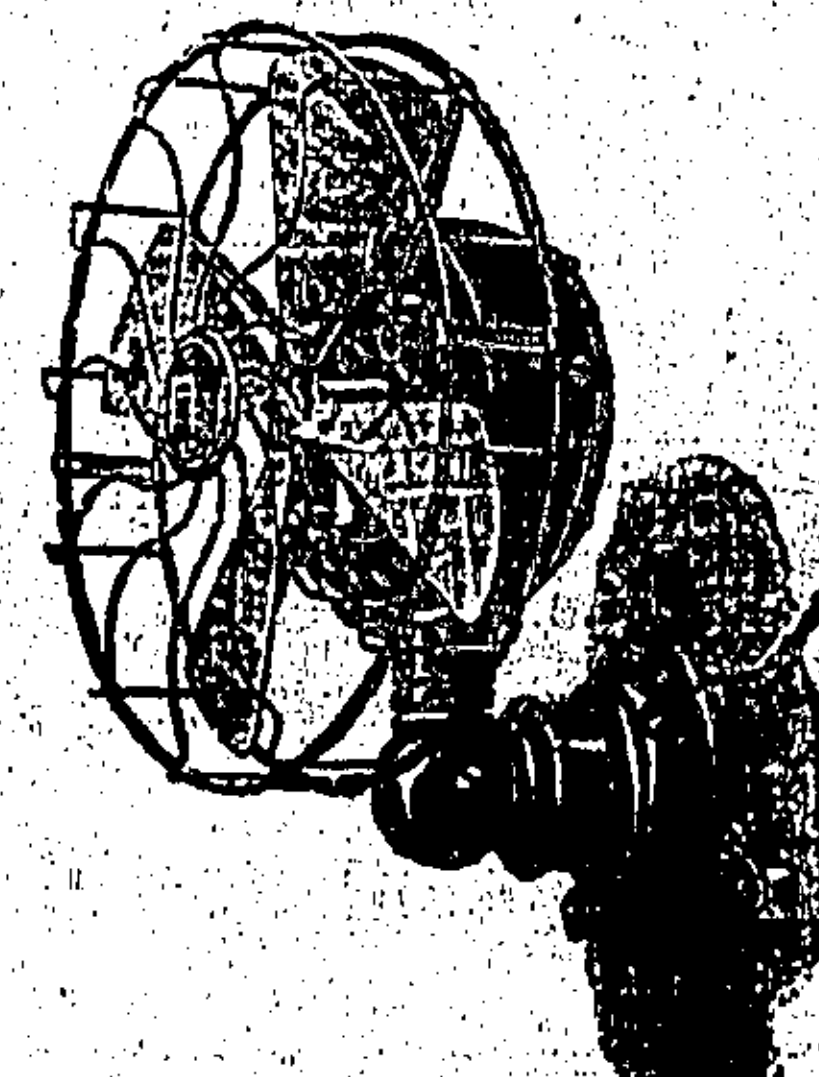
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Tai Chong

Wai Loong

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## The Hongkong Telegraph.

HONGKONG, SATURDAY, AUGUST 15, 1914.

### A UNITED EMPIRE

If there is one feature more gratifying than another to Britishers at this time of stress and turmoil, it is the patriotism which has been shown by the sons of Empire in all parts of the globe. Canada, Australia and New Zealand, immediately war became imminent, did not wait to be approached by the Mother Country; they voluntarily came forward with offers of men and money, and offered to place the services of their expeditionary forces at the command of the Old Country, to go wherever they were most needed. South Africa has not been found wanting, either, for, at the suggestion of the Union Government, the Imperial troops are to be removed from that part of the Empire, adequate arrangements having been made to replace them by a well-equipped force of men.

As showing that this is no mere passing wave of patriotic feeling, and that the offers of help were not made on the spur of the moment, occasion may be taken to recall a speech made by the New Zealand Minister of Defence some three months ago, when addressing a Navy League meeting. Speaking of his Dominion's adoption of national service, Mr. Allen stated that one purpose for which this new land force was created was that it might be sent, if ever it were needed, to the assistance of other portions of the Empire. He instanced the possibility of Canada or India needing their help, and remarked, with the approbation of his hearers, that it was a sound policy, and Imperialistic in the highest degree, that they should be ready

to meet the call. The Minister went on to observe that New Zealand had already entered on a scheme by which an organisation was in existence under which the Empire knew what it might expect from them in case of need, and under which New Zealand knew what they would be expected to provide. Answering a query of his own as to what was meant by an expeditionary force, Mr. Allen said it was a definite force which the country knew she might rely upon and which she would be able to send to any part of the Empire. He added that he was satisfied that, when the opportunity was given, there would be no lack of volunteers from New Zealand.

When that utterance was made, the speaker, we may be sure, had little idea that the opportunity would come along in so short a space of time. But it has, and the confidence expressed by the Minister of Defence has been proved to be well grounded. There has been a readiness—nay, an eagerness—shown, not only by New Zealand, but by the other Colonies as well, to come to the help of the Empire, which must fill all Britishers with a profound feeling of pride and a deep and solid sense of satisfaction. A united Empire faces the days ahead with strong confidence and undying hope.

### Chinese Colonisation.

We notice that a Presidential Order has recently been issued in Peking which aims at colonising certain outlying portions of the Republic. The districts selected are in Kansu, Sinkiang, the borders of Szechuan and Yunnan, Kirin and Heilung-kiang, and the Order provides for the banishment of prisoners, sentenced to penal servitude for certain offences, to these localities. The districts named are, unlike many other parts of China, very sparsely populated, and it is obviously the intention of the Government to create in these places regular settlements, with an aim to eventual development. The prisoners affected will be those convicted of rebellion, gaol-breaking, forgery, etc., and these individuals may now have their terms of imprisonment converted into transportation to the places already mentioned.

### A Promising Scheme.

The scheme looks a sound one on the face of it, for it is very desirable that these men who are sentenced to hard labour should be utilised to the country's advantage. There is no reason, either, why the plan should not prove as successful, provided it is well organised and carried out, as have the schemes in Siberia and, in the case of Britain, the early settlement of Van Diemen's Land and Botany Bay with prisoners. The scheme should have two effects. It should open up parts of the Republic which are now more or less neglected, and it should also have some effect in converting criminals into useful citizens. The experiment, a new one for China, will be watched with interest.

### SAFETY ROLLER FOR SHIPS AT SEA.

An Invention to Minimise  
Damage by Collision.

A novel device for minimising the effects of collision at sea has just been patented. It is proposed that above the sharp, razor-like bows of steamships, which, as many recent examples show, will rip up the side of another ship in collision, there shall be projecting braces to support a large steel roller, which would ensure that only a glancing blow would be delivered unless, as most infrequently happens, the ship is struck at dead right angles.

Captain F. Littlehales, the London agent of the Imperial Maritime Service Guild, told a *Daily News* representative that his criticism of Mr. Joseph Conrad's suggestion on the value of collision in mats, published after the Empress of Ireland disaster, brought in about 500 letters to the guild, all containing ideas for minimising the risk of collision. Among them was that of the roller, sent in by an old seafaring man.

The seafarer explained that the idea had been given to him by another old sailor 20 years before, who was told there was no demand for such a contrivance. Captain Littlehales advised his correspondent to patent the invention, and this has been done.

Captain Littlehales pointed out that as a rule it was not the colliding vessel that suffered. She might have her bows crushed in by the impact, and still be able to remain afloat. The provision of some apparatus on the bows of steamers to secure that any blow that might be struck should be a glancing blow would minimise the danger to the ship that was struck.

### Sail Beats Steam.

The arrival at Immingham Dock, Lincs., of the sailing ship *Port Jackson*, with 9,000 bales of wool from Melbourne, marks the inauguration of an experiment which harks back to mid-Victorian days. The heavy cost of storing wool has led Bradford importers to try this means of transport, which not only offers them lower freight rates than do the steamships, but also saves the warehouse charges in England during as many weeks as the sailing trip lasts in excess of the steamship.

### DAY BY DAY.

THEY ARE NEVER ALONE THAT  
ARE ACCOMPANIED WITH NOBLE  
THOUGHTS.

The Weather.  
Lower level 8 a.m. Temp 82;  
dull.  
At the Peak 8 a.m. Temp 77;  
dull.

The Mails.  
Siberian Mail.—Due per s.s. Chiyuen to-day.  
Siberian Mail.—Due per s.s. Luchow to-day.

Count the Columns.  
Yesterday the *Telegraph* published 31 columns of solid reading matter. To-day there will be 37 published.

To Consignees.  
Consignees of cargo by the steamers *Banion* and *Manchuria* and *Lennax* are reminded that goods remaining undelivered after Monday will be subject to rent.

Musketry Practice.  
We are asked to notify the public that normal musketry practice on the rifle-ranges will recommence on and after Thursday next, August 20.

Game Licences.  
It is notified that licences to shoot and take game, granted under Ordinance No. 18 of 1914, are due for renewal or issue on the first day of September, 1914.

The German Consulate.  
His Excellency the Governor has been pleased to recognise Mr. A. E. Carleton, American Vice-Consul General, as being in charge of the Imperial German Consulate at Hongkong.

No Freight Circular.  
Messrs. Lanks and Rogge regret to inform their subscribers that, owing to the present state of affairs, they are unable to publish their fortnightly freight circular until further notice.

Hongkong University.  
The Chinese Government is selecting eight students in Ohibiti to be sent to Hongkong University for education. Students from other provinces are also being dispatched at the Government's expense.

Counterfeit Coin.  
A Chinese found in possession of and uttering counterfeit coin in Wanchai was sent to gaol, at the Police Court, this morning, for six months and ordered to be exposed in the stocks for four hours.

Theft of Pigs.  
A pig-stealer of Tung Chung, Lamma Island, reported to the police that, on August 11 or 12, some person stole from outside his shop door a basket containing six small pigs, valued at \$21.

Special Police Musketry.  
It is notified that the Special Police will use the Volunteer Range at High West on Saturday afternoon, commencing on Saturday, the 22nd instant, from 4 p.m. to 6.30 p.m.

Military Appointment.  
Lieut. H. S. Moberly, 74th Punjab, has been appointed Command Signalling officer vice Lieut. J. H. Bradney, D.O.L. Lieut. Bradney has held the appointment for one year and has since been appointed Acting A.D.O. to the General Officer Commanding.

Bangles Stolen.  
A Chinese married woman living at 46, Lower Lascar Row, reports to the police that some person entered her house this morning and took from her wrist, while she was asleep, two gold-mounted, rattan bangles, worth \$38.

Ordinances Approved.  
His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 12 of 1914—An Ordinance to amend the Airships Ordinance, 1912. Ordinance No. 15 of 1914—An Ordinance for more effectually preventing the Publication of Obscene Books, Pictures, and other Articles.

Better Than We Hoped.  
A Chinese who was sentenced to three weeks' imprisonment by Mr. J. B. Wood, at the Police Court, this morning, on pleading guilty to stealing a jacket from the Berlin Foundling Home, expressed surprise at the leniency of the sentence. "Only three weeks?" was his query. No wonder his Worship laughed.

### 1889.

HONGKONG TWENTY-FIVE  
YEARS AGO.Compiled from the "Hongkong  
Telegraph" files for the Week  
Ending August 15, 1889.

Hard Luck.  
August 9.—Some excise officers found a quantity of illicit opium on a junk yesterday, and duly hauled up the man in charge before the magistrate, this morning. The case was getting on very nicely when suddenly a man in court of forward and said the opium belonged to him. As he succeeded in establishing his claim satisfactorily he was put in a line with the first defendant, and, about twenty seconds later, had the satisfaction of being fined \$5 for his share in the transaction. And he didn't get his opium back, either.

Money very Scarce.  
August 11.—We learn that the applicants for shares in the proposed Peak Residences, Limited, have fallen far short of what was anticipated, and that, in consequence, the Directors have decided to abandon the project. Money is a very scarce commodity in the Colony just at present.

"Who's Next?"  
August 10.—Unlucky rumour lies, a certain local solicitor intends to favour us with a writ, in which we are alleged to have been guilty of libel in our editorial of the 7th inst., referring to the meeting of the Hongkong, Canton and Macao Steamship Company. The gentleman takes to himself our remark that the speech of one of the shareholders was "evidently concocted by some middle-headed solicitor who was not a lawyer." We don't object; if the cap fits this legal luminary, he can wear it without any objection on our part. But he would not be the only middle-headed solicitor in the Colony, by a very long way. And it may interest injured innocence to know that we wouldn't mind one or two extra libel actions just now; it is very rarely we have time nowadays to train for this business; but with one case on hand, we might just as well have half a dozen. Now, who's next?

The Tung Wa.  
August 12.—In Saturday's *Gazette* is published a list of the new Directors of the Tung Wa Hospital, together with a balance sheet for 1888. The receipts from donations etc. amounted to \$21,249, and the expenditure to \$20,970.

The Hongkong Hotel.  
August 12.—The first portion of the Hongkong Hotel annex—the billiard room—was opened this morning. It is on the same side as the present billiard room but on a lower level, and is much better adapted to the purpose. It is about forty feet long by thirty wide, and is floored and panelled with varnished teak. Provision is made for three English and two American tables, all of which will stand on brick foundations to ensure a permanent level. The first three will occupy the centre of the room, the American table occupying a spacious niche. The old billiard room is to be converted into a bar, with one table at the side; the present bar being used as the office, and the office as a luggage room. The new salon will probably be ready for the public by tomorrow night. The elevator is now ready and is being used by the workmen, and the suites of rooms to which it gives access are almost completed, most of the furniture being in place. They will probably be opened about the end of the month.

### 1889.

#### SHARE REPORT.

The quotations which follow are from the *Hongkong Telegraph* for August 15, 1889.  
Hongkong and Shanghai Bank.—178 per cent. premium, sellers.  
Union Insurance Society of Canton.—\$110 per share, buyers.  
China Trade Insurance Company.—\$82 per share, buyers.  
North China Insurance.—\$110 per share, buyers.

### A GENUINE SALE.

Gentlemen who are looking for the opportunity to secure high-class dress requirements at a cheap price will have their chance from Monday next onwards at Messrs. Mackintosh and Company's store. On the day named, the firm will commence its first sale, to last for two weeks, which has been planned to clear its summer stock and to provide room for new autumn deliveries.

It is impossible to describe in detail the many bargains which will be offered, but one or two may be mentioned. For instance, several dozens of zephyr and print shirts, of the latest design, are selling at \$2.50 each or six for \$13.50, while ties, in neat patterns and good colourings, out from English silks, are being offered at a great reduction. There will also be a splendid opportunity of securing half hose of approved patterns at cheap rates; while in boots and shoes, sample pairs will be sold at cost price, from \$5 a pair upwards; these are quite sound and new, and the shapes are good. Really excellent sweaters will be sold at \$3.50 apiece (the usual price being \$5), while tennis shoes and boots, slightly soiled, will be offering at \$4.50 a pair.

There are many other bargains too numerous to specifically mention, and we would advise our readers to pay an early visit to this popular store.

### C. P. R. Claim for Damages.

Toronto, July 14.—Mr. Holden, K.C., counsel for the Canadian Pacific Railway Company, states that the company intends to proceed immediately with an action against the former owners of the *Storstad*, the Maritime Steamship Company of Norway, for \$2,000,000 (\$400,000) for the loss of the *Empress of Ireland*. The action will be heard in the Admiralty Court at Montreal in September. The money paid by the Prudential Trust Company on behalf of the Norwegian purchasers of the *Storstad*, amounting to \$175,000 (\$35,000), has already been paid into Court.

Canton Insurance Company, Ltd.—\$140 per share, buyers.  
Yangtze Insurance Association—\$100 per share.  
Hongkong Fire Insurance Company—\$385 per share, sellers.  
China Fire Insurance Company—\$85 per share, sellers.  
Hongkong and Whampoa Dock Company—75 per cent. premium, sellers.  
Hongkong, Canton and Macao Steamboat Company—\$41 per share, sellers.  
China and Manila Steamship Company—\$137 per share.  
Hongkong Gas Company—\$135 per share, sellers.  
Hongkong Hotel Company—\$240 per share, nominal.

Hongkong Hotel Co.'s Six per cent. Debentures.—\$501.  
Indo-China S.N. Company—10 per cent. div. sellers.  
Douglas Steamship Company—\$83 per share, sellers.  
China Sugar Refining Company, Ltd.—\$273 per share, sellers.  
Luzon Sugar Refining Company, Ltd.—\$109 per share, sellers.  
Hongkong Ice Company—\$124 per share, sellers.  
Hongkong Rope Manufacturing Company, Ltd.—\$150 per share, sellers.  
Hongkong and Kowloon Wharf and Godown Company.—\$173 per share, ex div. sellers.  
Hongkong Dairy Farm Co.—\$16 per share, buyers.  
A. S. Watson and Co., Ltd.—\$22 per share, buyers.  
Hongkong High Level Tramway Co., Ltd.—210 per cent. prem. sellers.

Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
Green Island Cement Co. (old issue)—\$45 per share, buyers.  
Green Island Cement Co. (new issue)—\$14 per share, buyers.  
Hongkong Land Investment Co., Ltd.—\$134 per share, buyers.  
Hongkong Electric Co., Ltd.—\$7 per share, sellers.  
West Point Building Co., Ltd.—\$25 per share, buyers.

### THE CRISIS OF 1905.

How France and Germany  
Escaped War.The Paris correspondent of the  
*Daily Telegraph* wired on July  
13 as follows:—

Why there was no war between France and Germany in 1905 is now explained quasi-officially for the first time by Senator Aimond. The revelation was made at a speech at Raincy. It is well known that when M. Delcasse resigned after the visit of the Kaiser to Tangier ten years ago it was because France then was not prepared for war. But what is new in the statement made by Senator Aimond is the scene at the memorable Cabinet meeting in which M. Delcasse offered his resignation. M. Aimond is specially qualified to make this revelation as he has been chairman of the Finance Committee of the Chamber and an intimate friend of the ministers in question.

M. Aimond, referring to the long negotiations about Morocco, said:

"The difficulties do not date back to yesterday. They go back ten years. It was on the day when we learned from the press that the German Emperor was to land at Tangier. What was he going to do there? He went there obviously to lay the foundation of a German empire in Morocco. We were to have Germany as our neighbour in Algeria as she is our neighbour on the European Continent. A grave question therefore arose for the Government of which M. Bertheux was a member, and, as you all know, Minister of War. In the course of a memorable Cabinet meeting, of which I may now speak without fear of unduly revealing State secrets, and the details of which M. Bertheux related to me many a time, M. Rouvier, who had called the meeting especially the day after the landing of the Kaiser, said: 'What are we to do?' M. Delcasse replied: 'We must send a fleet to Tangier.' 'That will mean war,' replied M. Rouvier. 'Are we ready?' he asked each of the ministers in turn, and finally, addressing himself to the Minister of War, he asked M. Bertheux in the following words: 'Well, my dear Minister of War, are we in a position to fight?' M. Bertheux replied: 'No.' The report of General Sylvestre, who followed the Moroccan war, shows that the 600 rounds which we can fire per gun would be used up in less than ten days, and we should not be able to continue the struggle. I cannot take the responsibility of the national defence under such circumstances."

"When M. Rouvier asked the same question of M. Delcasse the latter stood up and said, 'My dear colleague, I understand what this means; here is my portfolio,' and he left the Council Chamber. On the day after his place had been filled and when a new Council was held, the ministers decided that the army needed a thorough reorganisation, and a few days later M. Bertheux called on the Commission of Finance. He demanded 1,400,000,000 francs to increase the artillery and to strengthen the frontier lines. The raising of the Commission lasted till nine o'clock at night, and M. Bertheux applied for authorisation of the credit for these expenses without a public debate."

As is well known, the expenses were finally authorised, and the French army, as well as the navy, was rapidly brought into a more fit condition to defend the country. But why the national defences had been allowed to reach such a low ebb is a thing that some are likely to forget. It was owing to the Socialist campaign for the five years previous, reducing the army and navy to its smallest proportions. Senator Aimond has evidently spoken so plainly at present because the same Socialist agitation is again trying to reduce instead of strengthening the army, and it is revealing to the public that the Government has been able to meet the military needs of the country."



## THE CHINESE PARADOX.

## Puzzle for Students of History.

Those Englishmen who find leisure, amidst the crowding problems of home affairs, to endeavour to form clear ideas concerning the course of events in China, must have been greatly perplexed during the past fortnight by the sharp conflict between authoritative and official opinions on the subject. To appreciate the inwardness of the situation and its apparently irreconcilable anomalies, account should be taken of the traditional workings and traditions of the mandarin system, and of the fundamental fact that the Central Government, hard pressed for funds to pay the troops upon whom its very existence depends, is at this moment endeavouring to raise a new loan in Europe.

Dr. Ernest Morrison, who made his great reputation as *Times* correspondent at Peking and who has since become Political Adviser to Yuan Shih-k'ai, speaks on Chinese affairs with the voice of one having authority. Yet even the most casual reader of the daily papers cannot fail to have been impressed of late by the fact that between this eminent expert's uncompromising optimism and the day's news from Peking there has so lately appeared a wide gulf, full of things unexplained.

## The two 'Young Chinas.'

Again, in the course of the same interviews, Dr. Morrison warmly repudiated the idea that Yuan Shih-k'ai's policy is in any sense that of a reactionary autocracy, or that he has cut himself off from the Young China party. According to the Political Adviser, whose utterances must be regarded as more or less official, "The 70 members of the Council of State which stands behind the President represent every shade of opinion in China... the best and most progressive politicians of the Manchu regime are working in the fullest harmony with the pick of the Young China party." Only a week later we find the correspondent of the *Times* at Peking describing this Council as "solely a Presidential organ—its 70 members all savouring of the past, a regular mobilisation of the Old Brigade." There is no Young China among them.

The wide discrepancy between these statements arises, of course, from the use of the expression "Young China" in two very different senses. Most competent observers on the spot, including the majority of the Diplomatic Body, consider that the President is fully justified in excluding Young China—meaning, thereby, the turbulent politicians of Sun Yat-sen's following—from his councils and offices. But to blasphe this truth abroad might be impolitic, since it might alienate the sympathies of many well-meaning idealists in *partibus infidelium*, and antagonise that important element in public opinion which has persistently identified Young China with Christianity. Therefore, it is only natural that Dr. Morrison, Mr. Chen Chin-tao (Special Financial Commissioner), and others interested in maintaining China's credit abroad should be led to describe the English-speaking members of Yuan's present Cabinet as "staunch classical mandarins" such as Liang Tzu-yang and Sun Peo-chi, as representatives of "Young China," but no intelligent person on the spot would thus classify them.

## CHINESE TRADE IN DRUGS.

## The Financial Position.

Turning to the purely financial aspects of the situation—admittedly the most important—Dr. Morrison declares that China's financial position is growing stronger every day; furthermore, on Yuan's authority, he announces that China has no difficulty in meeting her obligations of the Boxer indemnity, and so far from having any idea of postponing payments thereof, intends rather to expedite them in future. "Large amounts of surplus revenue," he says "after the retention in the foreign banks of sums sufficient to meet all obligations for six months ahead, are being returned to the Chinese Government."

On close examination, all these statements merely amount to proof that the President after firmly suppressing the activities of Young China, has been able, by the aid of his own adherents and foreign loans, to restore once again something of the Central Government's authority in the provinces and partly to re-establish the old financial and legal relations between them and the metropolitan administration. Accepting the official figures quoted by Dr. Morrison, the official Government's revenues for the current year up to date, amount to about seven million dollars (Mexican) from general taxation and thirty four millions of dollars from the Salt Gabelle.

This total, equivalent in sterling to about £4,000,000, still falls short of the regular quota, remitted by the provinces under the Manchu dispensation, and inasmuch as the country's foreign obligations have been greatly increased since the revolution, it is evidently insufficient to enable the Central Government to pay its way. The remittances from the provinces are in themselves a highly satisfactory sign of the re-establishment of effective authority emanating from Peking; and as that authority increases the contributions to the national exchequer may be expected to grow.

At the same time, it would be unwise to overlook the consideration that these recent provincial remittances may have been influenced to some extent by a desire to assist Yuan Shih-k'ai in the negotiation of new foreign loans, part of which would naturally filter through to the provinces for the redemption of their depreciated paper money. The necessity for keeping up the country's credit abroad is certainly recognised more clearly by the merchants and officials of the South than by the Minister of Finance at Peking.

## Big Trade Deficit.

But, be this as it may, the really dangerous position of China's finances is shown by the facts and figures of the Trade Report for 1913, recently published by the Inspector-General of Customs. It shows a continually increasing trade balance against China, involving a deficit of about £20,000,000 per annum, with no unseen sources of revenue in any way capable of meeting this drain. The Chinese Government now hopes to relieve the situation by obtaining the consent of the Powers to a considerable increase of the Customs tariff, as provided for in the Mackay Treaty of 1901. But any relief thus effected can only be temporary at best, unless exports can be simultaneously stimulated, and this is evidently impossible so long as brigandage and "equerage" remain chronic in the interior. The elimination of White Wolves and predatory mandarins would do more for the Chinese people than a 12 per cent. import duty.

Thus we come, once again, to the old, well-worn conclusion, that the first need of the Chinese is good administration and the strengthening of the executive. Dr. Morrison tells us so, and it is true. That Yuan has strengthened his executive is undeniable. It remains to be seen whether with the materials at his disposal he can evolve in time a good administration.—J. O. P. Bland in the *Observer*.

## CHINESE TRADE IN DRUGS.

## Drawbacks of the Present Reform.

The stagnation of all business in China has been the subject of much anxious inquiry. Various reasons have been assigned for it—the prevalence of outlaws in all provinces, depreciated paper currency, lack of credit due to the collapse of the native banks, and the continuance of petty plots, resulting in general unrest and lack of confidence. None of these explanations quite meets the case, says the *Times*. If there are bandits, the hold of the Government on all provinces is stronger to-day than it has been since the Empress Dowager died. If there are plots, they are feeble compared with what the past two years have seen. And if credit facilities are lacking, the notorious proclivity of the Chinese to trade under any conditions ought to overcome even this disability.

There remains one explanation which has not yet been given in print. With due allowance for all other factors, the fundamental cause may well be the suppression of opium cultivation. Opium was the natural currency of the Chinese farmer, his margin of wealth out of which he paid for foreign luxuries, such as piece goods, and now he is no longer allowed to grow it. Fourteen provinces have been closed to Indian opium, which means that they are officially clear of native cultivation. Among them is Szechuan, which was formerly the largest cultivator of native opium and the largest customer of the Shanghai foreign merchant.

In the Customs Decennial Reports for 1892 to 1901 the Commissioner of Customs at Chungking, who had made a special study of this question, calculated that Szechuan annually produced 150,000 piculs (a picul equals about 133 lbs.) of opium. "Of this," he said, "some 55 per cent. passes the border under likin for consumption in other provinces, about 12 per cent. goes through the Custom House, while 33 per cent. is consumed locally."

Let it be borne in mind that opium is the easiest possible crop to cultivate. It will grow anywhere and almost at any time; it needs no manuring or attention. Thus it admirably fills in the time between spring and autumn harvests. When the poppy is in flower the women go round and scare the capesules, next day gathering in bowls the juice that has exuded in the previous 24 hours. That is the crude opium which can, or could, be taken to established shops in the nearest village and exchanged against so much silver. There was just a risk that rain might fall while the capesules were exuding and ruin the juice, but the process was so quick that this danger was slight.

## Effects of Suppression.

On the question of the much-discussed curbing of opium I will not touch, because it is one on which no amount of facts and figures will make the faintest impression on the enthusiastic reformer. I merely mention in passing that the use of cocaine and morphia in China is rapidly increasing.

The farmers have been told to grow cotton and wheat. But cotton will only grow under certain conditions, and wheat is so heavy that its price doubles at 40 miles from the place of production. Both are comparatively difficult and costly to cultivate.

Indirectly, there is little doubt, the suppression of the trade in native opium is responsible for much of the paper money which afflicts the country, paper notes being invented to supply a currency when opium failed. That it is also responsible for the enormous numbers of "out-of-work" bandits cannot be questioned. Opium, which they could grow so easily, made just the difference to them between starvation and subsistence.

It seems an extraordinary thing that men should risk being fined and tortured and shot for the sake of growing opium. But this fact of the bare margin between want and self-support explains much. In a word, the suppression of native opium cultivation has

## DAIRY FARM NEWS.

We beg to inform our customers that we are in a position to supply ALL our customers with Butcher's Meats, Fresh Milk and Dairy Produce as hitherto.

## SHORT RATIONS.

## Cook Fined For Stealing Volunteers' Beef.

Before Mr. Melbourne, at the Police Court, this morning, a cook employed at the Volunteer Headquarters, was charged by Sergeant Major Higby with stealing 2 lbs. of beef which he should have cooked as rations for the guard.

It was explained that eight lbs. of beef were sent by the contractor, and defendant put two lbs. in a tin and passed the beef on to a coolie, leaving only six for the guard.

His Worship asked if there had been any over would it have been looked upon as a perquisite for the cook?

Sergeant Major Higby said if the meat had been cooked properly there would not have been any over.

Defendant said he did not steal the beef; he was sent up it back to the contractor.

The coolie found in possession of the beef said he thought he was carrying an empty tin.

Defendant was fined \$10, or, in default, fourteen days' imprisonment.

disorganized the whole economic machinery of China. How long will it take that machinery to recover itself?

The Demand for Drugs.

The alarming extent to which morphia smuggling has been of the increase in China since the suppression of opium cultivation is illustrated by a case which has occupied the Mixed Court at Shanghai.

It may be mentioned that the importation of morphia into China was illegal even before the opium campaign began, but the prohibition has lately been reinforced by a strong Presidential mandate, and the officers of the Maritime Customs have been ordered to keep a special look-out for morphia, cocaine, heroin, and the like.

The case with which these substances can be smuggled, as compared with opium, which has a strong smell, and the profits obtainable make the business highly attractive.

In giving his evidence at the trial Wolfe, the tide-surveyor, said that during the past two months the Customs officials at Shanghai alone had seized and confiscated about 200 lbs. of morphia, sometimes concealed in cargo, sometimes in passengers' luggage.

The chief offenders were stewards' servants, and crews of ships; and smugglers received from \$5 to \$20 a lb. for bringing in the drug, which witness described as fetching a higher price than opium or gold. Most of this morphia, said witness, came from Japan.

It is hardly necessary to add that, whatever the evils of opium smoking, those of using morphia and cocaine are vastly greater.

Apart from morphia, there is on question that opium smuggling is practised on a large scale. Recent revelations have shown that the smuggling of Persian opium along the Siberian railway has become a regular trade, and in the provinces of Shensi and Kueichow—to mention but two on which trustworthy evidence is available—the same profitable, risky, business attracts large numbers of daring spirits. It is an axiom that an Oriental nation will not do without some narcotic,

## TALLYMAN SENTENCED.

## Six Months for Embezzlement.

Cheung King-hai, formerly a tallyman employed by the Nippon Yusen Kaisha, was sentenced to six months' imprisonment, by Mr. Melbourne, at the Police Court, this morning, on pleading guilty to embezzlement, on divers counts, of about \$1,000. He was arrested by a Chinese detective at Kowloon when about to leave for Canton. He then had in his possession \$130, but it was ascertained that he had been in Macao.

Sergeant Pincoot had charge of the case.

## MASTER PEARLERS DROWNED.

## N. W. Australian Tragedy.

The pearling community of Broome, N. W. Australia, was visited with a sad loss during the week ending July 18. Two well-known and much respected master pearlmen—Messrs. T. Ure and J. Clarke—had their pearling luggers working in deep water, many miles from the coast. Of the small fleet working in that locality, their boats were further west.

On the night of Wednesday, the 8th ult. they had been to visit a friend on another lugger, and were returning to their boats in company, in a very small, flat-bottomed dinghy. Since the moment of starting from the lugger, nothing has been seen of them, and it is almost beyond hope that they can be safe anywhere.

Their absence was not thought of until the next day when diving recommenced. It was thought, on Mr. Ure's boat, that he was on Mr. Clarke's lugger, and on the latter it was naturally supposed to be vice-versa. As, during the day, however, neither of these gentlemen put in an appearance, inquiries were made from lugger to lugger, with the result that their absence was discovered.

A systematic search was promptly instituted by all the boats in the vicinity for nearly a week, with no result, and their luggers were sailed into Broome on the 14th ult., bearing the mournful news of their loss.

It can only be supposed that the dinghy capsized during the journey, and that Messrs. Ure and Clarke were drowned; but the strange thing is that no trace of the dinghy has yet been found. At the time of writing, however, little hope is entertained that they have made land, as the search for them has been systematic and prolonged without the slightest success.

Considering the risks which these pearlmen take in their small luggers, many miles at sea, such occurrences are, fortunately, very rare, and it is the more sad that such a fatality should have occurred outside of the actual duties imposed by the industry.

Broome, July 18.—All hopes of Messrs. Clarke and Ure being alive are now abandoned and they are given up as lost.

## HERE'S SOME GOOD NEWS!

## SALE OF SURPLUS SEASON'S STOCK

## MACKINTOSH'S

## FOR TWO WEEKS ONLY

From Monday Aug. 17th to Saturday Aug. 29th.

A remarkable opportunity to supply your present and future Dress Requirements at Reductions in price.

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TELEPHONE 346

## NEW STOCKS

## OF SOROSIS SHOES

FOR LADIES.

[SOLE AGENTS]

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J. ULLMANN & CO.

JEWELLERS, WATCHMAKERS, OPTICIANS.

LARGE SELECTION OF

WRIST WATCHES

FOR LADIES & GENTLEMEN.

Prices Right

ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.

J. ULLMANN & CO.



## COLUMBIA

THE INSTRUMENTS THAT NEVER BREAK DOWN.

## DEMONSTRATION DAY.

## ANDERSON MUSIC CO., LTD.

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Hongkong & South China.

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## THERE ARE

## "TWO DRINKS IN ONE"

IN ALL

## THE TANSAN SWEET WATERS

ALL THE FRESHNESS AND GOOD QUALITIES OF THE FINEST FRUITS, TOGETHER WITH SPARKLING, HEALTH-GIVING TANSAN, MAKE THESE THE SAFEST AND MOST WHOLESOME NON-ALCOHOLIC BEVERAGES.

WILKINSON'S TANSAN GINGER ALE,

WILKINSON'S TANSAN LEMONADE,

WILKINSON'S TANSAN TONIC,

WILKINSON'S TANSAN SASSAPARILLA.

NO IMPURITIES CAN GET TO ANY OF THESE.

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## MINERAL WATER CO., LTD., KOBE

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8, Queen's Road Central, Hongkong.



## SHIPPING

CANADIAN PACIFIC  
ROYAL MAIL.  
STEAMSHIP LINE.

From Hongkong  
 Empress of India 16th Sept.  
 Empress of Asia 30th Sept.  
 Empress of Japan 14th Oct.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

## PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, 271.10.  
 "EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port 265.  
 "MONTEAUH," Intermediate service, via Canadian Atlantic port 243, via Boston or New York 245.  
 Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 26 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc. Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Praya, opposite Blake Pier.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

Regular Service Between  
 CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

## EASTWARD.

"S.S. 'Tanda,' 6,800 tons, Capt. will be despatched for YOKOHAMA, KOBE & MOJI on 29th Aug.  
 "S.S. 'Takada,' 6,800 tons, Capt. Robins, will be despatched for SHANGHAI, YOKOHAMA, KOBE & MOJI, on 4th Sept.

## WESTWARD.

"S.S. 'C. Apar,' 4,600 tons, Capt. O'Sullivan, will be despatched for SINGAPORE, PENANG & CALCUTTA on 21st Aug.  
 "S.S. 'Dunera,' 5,330 tons, Capt. Dickinson, will be despatched as above on 31st August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, Aug. 14, 1914.

## THOS. COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,  
 Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

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THE AUSTRALIAN  
ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS  
 SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	8th Aug.	14th Aug.
TAIYUAN	12th Sept.	16th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Telephone No. 99.

Butterfield & Swire.

## SHIPPING

## NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Subject to Alteration	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.		Katori Maru Capt. Mural T. 20,000 Yokohama Maru Capt. T. 16,000	{ WEDNES., 26th Aug. at 10 a.m. { WEDNES., 8th Sept. at 10 a.m.

VICTORIA, B.O., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama.		Sado Maru Capt. Asakawa T. 12,500 Yokohama Maru Capt. T. 12,500	{ TUESDAY, 25th Aug. { TUES., 5th Sept. at 4 p.m.
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\*Not calling at Shanghai.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.		Kumano Maru Capt. Soyeda T. 9,300 Tango Maru Capt. Sekine T. 13,500	{ WEDNES., 26th Aug. at noon. { WED., 23rd Sept., at noon.
CALCUTTA, via Spore, Penang & Rangoon.		Ceylon Maru Capt. T. 12,500	{ SATURDAY, 22nd Aug.
BOMBAY via Singapore and Colombo.		Colombo Maru Capt. T. 5,000	{ MONDAY, 17th Aug.
NAGASAKI, Kobe & Yokohama.		Tango Maru Capt. Sekine T. 9,600	{ TUESDAY, 25th Aug. at 5 p.m.
SHANGHAI, Moji and Kobe.		Kirin Maru Capt. T. 5,000	{ WEDNESDAY, 26th Aug.
KOBE & Yokohama.		Mishima Maru Capt. T. 16,000	{ WEDNES., 27th Aug. at 11 a.m.

† Cargo only.  
 ‡ Fitted with new system of wireless telegraphy.

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	\$135	\$122	\$108	\$95
1st class.....	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan. For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Liangchow	17th Aug. at 3 p.m.
H'HOW, PHOI & H'PHONG	Kailong	19th Aug. at 10 a.m.
MANILA, CEBU & ILOILO	Chinhua	19th Aug. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	25th Aug. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.  
 "S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."  
 SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenai," "Hachow," and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon; maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45. Return \$75.  
 Do. Hongkong to Tsingtau:—Single \$75. Return \$125.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Agents.

Hongkong 15th Aug., 1914.

## RUSSIAN VOLUNTEER FLEET.

Captain D. A. Likhmanoff.

Agent for

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P. O. Box 472.

Capt. D. A. LUKHMANOFF.

Agent.

Hongkong, Aug. 5, 1914.

## SHIPPING

JAVA-CHINA-JAPAN  
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	En route on or about	For	Will leave on or about
Tilbodas	.....	.....	JAPAN	1st half Aug.
Tilmanock	JAVA	.....	S'HAJ	2nd half Aug.
Tilajap	JAVA	.....	JAPAN	2nd half Aug.
Tikini	S'HAJ	.....	JAVA	2nd half Aug.
Tipanas	S'HAJ	.....	JAVA	1st half Sept.
Tilaroem	JAVA	.....	S'HAJ	1st half Sept.
Tiliwong	JAVA	.....	JAPAN	1st half Sept.
Tijmah	JAVA	.....	JAVA	2nd half Oct.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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## TOYO KISEN KAISHA

## SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,  
 JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.  
 Displacement  
 Tons & Speed

Tenyo Maru	22,000 - 21 knots	N'saki, Tues., 15th Sept.
Shinyo Maru	22,000 - 21 knots	H'kong Tues., 22nd Sept.
Chiyo Maru	22,000 - 21 knots	

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....271.10. Return (6 months) £120.  
 First Class to New York.....£60. Return (6 months) £96.10.

"Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.  
 ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

## SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, OALLAO, IQUIQUE and VALPARAISO.

Selyo Maru 14,000 - 14 knots Sat., 3rd October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

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KING'S BUILDINGS.

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THE EASTERN & AUSTRALIAN  
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhay	.....	.....
Empire	4th Aug.	28th Aug., 10 a.m.
St Albans	22nd Aug.	18th Sept.,
Eastern	12th Sept.	9th Oct.,

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haitan	J. W. Evans	TUESDAY, 18th Aug. at 11 a.m.

FOR SWATOW.

Haimun	A. H. Stewart	SUN, 16th Aug. at 10 a.m.
Haimun	A. H. Stewart	WED., 19th Aug. at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

## LOG BOOK

Wireless Direction Finder.  
 The Canadian Northern Railway Company report that the tests of the new wireless direction finder, known as the Marconi-Tosi apparatus, which was installed on the company's steamship Royal George, have proved satisfactory. The apparatus enables the liner, even in the thickest weather, and without the aid of compass or sextant, to find her position when she is within a radius of about 50 miles of a fixed wireless station, or one on board a ship whose position is known. Moreover, should she pick up the wireless distress signal on this apparatus she is able to set her course towards its source, even though the ship in distress has not been able to give her position.

New Glen Liner.

Messrs. R. and W. Hawthorn Leslie and Co., Ltd., have launched from the new berths at the east end of their shipyard at Hobbarn-on-Tyne the Glenlyne, a handsomely modelled twin-screw passenger and cargo steamer for the service of the Glen Line (Messrs. McGregor, Gow and Co.). The principal dimensions are:—Length, 516 ft. 6 in.; breadth, 62 ft. 4 in.; and depth 37 ft. 8 in., with a dead-weight capacity of 13,400 tons. The vessel, which has been specially designed to meet the requirements of the Eastern trade, has a long bridge, poop, and fore-castle, with seven large holds. One of the holds and two of the 'tween decks are insulated for the carriage of frozen or chilled cargo. Accommodation is provided in state rooms amidships for first-class passengers, with a spacious and tastefully decorated saloon underneath. The bridge and poop 'tween decks have been constructed so as to be readily adapted for a large number of third-class passengers. A wireless telegraph installation is being fitted. The propelling machinery, by the Wallsend Slipway and Engineering Company, Ltd., consists of two sets of triple-expansion engines, having cylinders 24, 40, and 168 in. by 48 in. stroke, steam being supplied by five single-ended main boilers working at a pressure of 200 lbs., and capable of giving the vessel a sea speed of 12.1-2 knots. As the vessel left the ways she was named by Mrs. Edward Browne, wife of Professor Edward Browne, of Cambridge University, son of Sir Benjamin C. Browne, chairman of Messrs. R. and W. Hawthorn, Leslie and Co., Ltd. In the absence of Mr. Allan McGregor, the managing director of the company, the owners were represented by his son, Mr. Cameron McGregor, and Mr. S. A. Morris, and Captain Willy. There were also present Captain Webster, the commander of the vessel, and Mr. Boyd, the chief engineer.

Largest Ship in the Greek Mercantile Marine.  
 There was launched last month from the works of Messrs. Cammell, Laird, at Birkenhead, the first of two steamers building by them for the National Steam Navigation Company of Greece for passenger and emigrant service to the United States. The naming ceremony was performed by Mrs. Gennadius, the wife of the Hellenic Minister in London. The religious service of the "Greek Church" was conducted by the Very Rev. Archbishop Dr. N. Yannoulis. The vessel, which was named the Vasilefs Constantinos, is the largest in the Greek mercantile marine. She has a length of 500 feet, with a speed of 18 knots. Accommodation is provided for 580 first and second class passengers and 1,800 emigrants. The vessel is fitted with wireless telegraphy, and the lifeboat capacity is more than sufficient for a full complement of passengers and crew. Mr. W. L. Hitchens (chairman of Cammell, Laird), who presided at the subsequent luncheon, read a congratulatory telegram from M. Venizelos, the Greek Premier. The Greek Minister said that was a memorable day for their mercantile marine since it added to their fleet the largest and the best ship they had.

Oysters, Fresh, Fried or Stewed.  
 Flounders, Haddock, Kippers, etc.  
 ALEXANDRA CAFE.



## SHIPPING

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship	On
S'HAU, Kobe & Moji	Yatshing	Sat., 15th Aug. at noon
MANILA	Loongsang	Sat., 15th Aug. at 2 p.m.
SHANGHAI	Wosang	Tues., 18th Aug. at 8 light
Y'HAU, Kobe & Moji	Namsang	Thur., 20th Aug. at noon
S'FORE, P'ang & C'utta	Lalsang	Thur., 20th Aug. at 2 p.m.
MANILA	Yuensang	Sat., 22nd Aug. at 2 p.m.
S'FORE, P'ang & C'utta	Fooksang	Mon., 24th Aug. at 2 p.m.

## Return Tours to Japan!

The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daini, Weihaiwei, Tsingtau.  
Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.  
For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**  
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM  
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Home &amp; d.

For Steamers. Date of Sailing  
LONDON & ANTWERP... Carnarvonshire... 31st Aug.  
Trans-Pacific "Shire" & "Glen" Joint Service.

TORIA V'VER S'PLE  
TACOMA & P'LAND...  
V'TORIA V'VER S'PLE  
TACOMA & P'LAND...  
V'TORIA V'VER S'PLE  
TACOMA & P'LAND...  
Cardiganshire... 30th Sept.  
Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.  
For Freight or Passage, apply to

**JARDINE, MATHESON & CO., LTD.**  
Telephone No. 215 Sub. Ex. No. 9.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN  
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

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**JARDINE, MATHESON & CO., LTD.**  
Telephone No. 215. Agents.

THE TAIKOO DOCKYARD  
& ENGINEERING Co. OF  
HONGKONG, Ltd.  
TAIKOO DOCKYARD,  
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS  
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-  
STRUCTORS ELECTRICAL & MECHANICAL  
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of  
Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons  
displacement, providing conditions for painting ships with most  
efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-  
HEAD CRANES throughout the Shops, ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,  
Rivets etc.

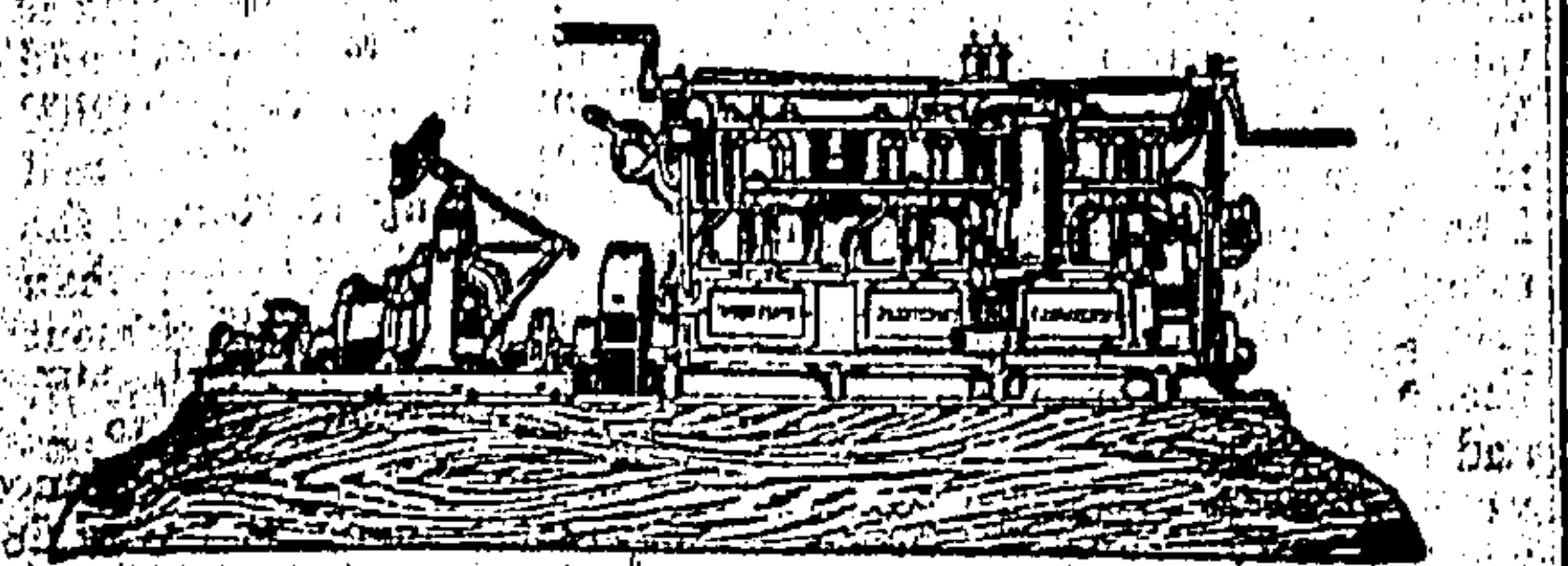
AGENTS for—

**JOHN I. THORNYCROFT & CO., LTD.**

PETROL &amp; KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty &amp; War Office.



C.G. type Motor and Reserve Gear.

B.H.P. 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN  
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE  
CRAFT OF EVERY DESCRIPTION.  
MOTOR PUMPING AND LIGHTING SETS, MOTOR  
VEHICLES, etc.

Dockyard Manager  
11 a.m. to 12 noon at the Town Office.  
**BUTTERFIELD & SWIRE.**  
HONGKONG, CHINA AND JAPAN, AGENTS.  
Telegraphic Address: "TAIKOODOCK."  
TELEPHONE No. 221.

## VESSELS LOADING.

## EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To Be De- spatched.
London, via Usual Ports of Call	Oriental	P. & O.	15. Aug.
London & Antwerp	Carshire	J. M. Co.	31. Aug.
Marseilles via Ports	Katori M.	N. Y. K.	26. Aug.

## NEW YORK, SAN FRANCISCO AND CANADA.

San Fco via S'hai & Japan &c.	Manchuria	P. M. Co.	18. Aug.
Victoria, B.C., & T'ma via S'hai &c.	Panam. M.	O. S. K.	19. Aug.
Victoria, Vancouver, Seattle etc.	E. of Japan	C. P. R.	9. Aug.
San Francisco, via Shanghai,	Tenyo M.	T. K. K.	25. Aug.
M'la, Japan and Honolulu	St. Egbert	D. & Co.	25. Aug.
New York	Sado M.	N. Y. K.	25. Aug.
Victoria, B.C. & Seattle etc.	Seattle M.	O. S. K.	3. Sept.
Via, B.C., T'ma via K'lung, Japan	Nippon M.	T. K. K.	8. Sept.
San Francisco, via Shanghai,	Mer-shire	J. M. Co.	8. Sept.
M'la, Japan and Honolulu	Monteagle	P. H. K.	9. Sept.
Victoria, Vancouver & Seattle	Tenyo M.	T. K. K.	15. Sept.
Vancouver via S'hai, Japan etc.	E. of India	C. P. R.	16. Sept.
San Fco via S'hai &c.	Selyo M.	T. K. K.	3. Oct.
Victoria, V'ver, S'ha, etc.			
Mexican, Peruvian and Chile			
Ports via Japan			

## AUSTRALIA.

Australian Ports via Manila	Kumano M.	N. Y. K.	26. Aug.
Australian Ports via Manila	Empire	G. L. Co.	28. Aug.

## SINGAPORE, COAST PORTS AND JAPAN.

Jesselton, Kudat, and Sandakan	Borneo	M. & Co.	15. Aug.
Manila	Loongsang	J. M. Co.	15. Aug.
Yokohama, Kobe and Moji	Namsang	J. M. Co.	15. Aug.
Bangkok, via Swatow	Li-an	B. & S.	15. Aug.
Tamsui via Swatow and Amoy	Daigi M.	O. S. K.	16. Aug.
Bombay via S'pore & Colombo	Colombo M.	N. Y. K.	17. Aug.
Manila, Cebu and Iloilo	Taming	J. M. Co.	18. Aug.
Manila, Cebu and Iloilo	Chinhua	B. & S.	18. Aug.
Kobe	Coblens	M. & Co.	19. Aug.
Weihaiwei and Tientsin	Kueichow	B. & S.	19. Aug.
Anping, Takao via S'pore & Amoy	Sosho Maru	O. S. K.	19. Aug.
Holhow, Pakhoi and Haiphong	Kalfong	B. & S.	19. Aug.
Singapore, Penang and Calcutta	Hokuto M.	J. M. Co.	20. Aug.
S'pore, Batavia, Sa'arang, etc.	Daigi M.	D. & Co.	22. Aug.
Tamsui via Swatow and Amoy	Dajin M.	O. S. K.	24. Aug.
Shanghai, Kobe and Yokohama	Polynesien	M. M.	24. Aug.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	25. Aug.
Bombay via Singapore, etc.	Saigon M.	O. S. K.	25. Aug.
Kobe and Moji	Tatada	D. S. Co.	26. Aug.
Singapore, Penang & Calcutta	Dumera	D. S. Co.	31. Aug.
Yokohama, Kobe and Moji	Tanda	D. S. Co.	3. Sept.
Kobe and Moji	Bahji M.	D. & Co.	6. Sept.
S'pore, Batavia, Chasibon, etc.	Riojun M.	D. & Co.	22. Sept.
Singapore, Mauritius and South			
African Ports			
Swatow, Amoy and Foochow	Salamis	B. L. L.	25. Oct.
Batavia, Cheribon, Samarang, etc.	Halcyon	D. L. Co.	Q. desp.
Batavia, Cheribon, Samarang, etc.	Tibodas	J. O. J. L.	1. half A.
Japan	Tibodas	J. O. J. L.	1. half A.
Japan	Tibodas	J. O. J. L.	2. half A.
Shanghai	Tibodas	J. O. J. L.	2. half A.
Shanghai	Tibodas	J. O. J. L.	1. half B.
Shanghai	Tibodas	J. O. J. L.	Q. desp.

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For	Vessel.
Swatow	Haimun
Swatow	Daigi Maru

## DEPART ON MONDAY.

Shanghai	Liangchow
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VESSELS ADVERTISED TO  
ARRIVE ON MONDAY.

From	Vessel.
Singapore	Kentucky

## CANADIAN MAIL

The C. P. R. s.s. EMPRESS OF RUSSIA  
left Yokohama between 2 & 4 p.m. July 21.

## AMERICAN MAIL.

The American and Manchurian Line  
s.s. KIOTO arrived at New York on Thurs-  
day, the 6th inst.

The P. M. s.s. MANCHURIA will be  
despatched from Hongkong at 1 p.m. on  
Tuesday, August 18, for San Francisco,  
via Keelung, Shanghai, Nagasaki, Kobe,  
Yokohama, Shimizu, Yokohama and  
Honolulu.

## MERCHANT STEAMERS.

The S. L. s.s. CARNARVONSHIRE  
from Vancouver is due at Hongkong on  
the 26th Aug.

The East Asiatic Co.'s s.s. SIAM left  
Port Said on Monday the 13th July, and  
may be expected here on or about 18th  
August.

The s.s. TANDA sailed from Calcutta  
on the 8th inst. and may be expected here  
on or about the 24th inst.

The s.s. KENTUCKY left Singapore  
on Tuesday the 11th inst., and is due here  
on Monday 17th inst.

## TIDE TABLE.

10th Aug., to 16th Aug., 1914.

Day	High Water Hong Kong Mean Time	Low Water Hong Kong Mean Time
Mon.	10 10 20	4 55 20
Tues.	11 10 20	5 55 20
Wed.	12 10 20	6 55 20
Thurs.	13 10 20	7 55 20
Fri.	14 10 20	8 55 20
Sat.	15 10 20	9 55 20
Sun.	16 10 20	10 55 20

m morning. a afternoon.

## VESSELS IN PORT.

Steamers.	Arrive	Depart
Sherris, Br. s.s. 2353, 21st July—Java	12th July, Sugar—J. O. J. L.	
Onsang, Br. s.s. 1757, P'okell, 22nd July	—Java, 12th July, Sugar—J. M. & Co.	
Haidia, Norw. s.s. 1045, J. Jorgensen, 23rd	July—Amoy, 22nd July, Gen—J. C. J. L.	
Kwangsh, Br. s.s. 1302, G. J. Spink, 23rd	July—Swatow, 22nd July, Ballast—B. & S.	
Mendip Range, Br. s.s. 2395, Forworthy	23rd July—Moji, 16th July, Coal—G. & Co.	
Empire, Br. s.s. 4500, E. T. Pilscher, 4th	inst.—Melbourne, 30th ult., Gen.—G. L. & Co.	
Swahley, Br. s.s. 2307, W. E. Stille, 27th	July—Manila, Gen.—O. & Co.	
Seang Bee, Br. s.s. 3784, J. Travis, 26th	July—Singapore, 26th July, Gen.—China.	

Tenzen, Br. s.s. 3309, Farwood, 31st July	—Manila, 28th July, Gen.—B. & S.
Troas, Br. s.s. 3304, Pearson, 3rd inst.	—Hankow, 27th ult., Bulk oil—A. P. & Co.
Kwangsh, Br. s.s. 1338, A. Sangster, 9th	inst.—Shanghai, 2nd inst., Gen.—J. M. S. N. & Co.
Tydeus, Br. s.s. 7144, W. Duncan, 6th inst.	—Hankow, 1st inst., Beans—Order.
Yatshing, Br. s.s. 1424, F. E. Jarrett, 7th	inst.—Singapore, 1st inst., Gen.—J. M. & Co.
Dagfin, Norw. s.s. 8.6, A. T. Salvosen, 8th	inst.—Hollo, 1st inst., Water ballast—T. & Co.
Sauki Maru, Jap. s.s. 3321, T. Date, 7th	inst.—Moji, 2nd inst., Gen.—N. Y. K.
Panama Maru, Jap. s.s. 3757, J. Kanoo	—Shanghai, 6th inst., Gen.—O. S. K.
Halching, Br. s.s. 1767, W. C. Passmore,	9th inst.—Amoy, 8th inst., Gen.—D. L. & Co.
Lokang, Br. s.s. 979, D. W. Ritchie, 6th	inst.—Hongkong, 6th inst., Coal—J. M. & Co.
Kashima Maru, Jap. s.s. 6346, M. Yagi,	11th inst.—London, 4th ult., Gen.—N. Y. K.
Manchuria, Am. s.s. 8750, A. Dixon, 10th	inst.—San Francisco, 11th inst., Gen.—P. & M. Co.
Sado Maru, Jap. s.s. 3360, K. Asakawa,	10th inst.—Moji, 8th inst., Gen.—N. Y. K.
Loongsang, P. s.s. 1290, Laast	inst.—Manila, 8th inst., Gen.—M. & Co.
Changsha, Br. s.s. 1463, C. Gambull, 11th	inst.—Manila, 8th inst., Gen.—B. & S.
Solum, Norw. s.s. 824, D. E. Hordindset,	11th inst.—Bangkok, 3rd inst., Rice—Chinnee.
Delta, Br. s.s. 4780, Le Mare, 11th inst.	—Shanghai, 8th inst., Gen.—P. and O. S. N. Co.
Daigi Maru, Jap. s.s. 890, Lokushige, 12th	inst.—Swatow, 11th inst., Gen.—O. S. K.
Tamon Maru, Jap. s.s. 1953, Kabayashi,	12th inst.—Ching-wan-tao, 8th inst., Coal—M. & Co.
Nardana, Norw. s.s. 1370, A. Angensen,	13th inst.—Fukow, Ballast—A. Buns.
Esang, Br. s.s. 1147, W. P. Baker, 13th	inst.—Hongkong, 11th inst., Coal—J. M. & Co.
Himalaya, 3700, W. W. Cooke, 13th inst.	—Bumby, 8th ult., Gen.—P. & O. S. N. Co.
K. of Japan, Br. s.s. 3039, W. D. Hop-	craft, 13th inst.—Yokohama, 13rd inst., Gen.—C. P. R.
Hupoh, Br. s.s. 1900, A. Tucker, 13th inst.	—Saigon, 9th inst., Rice—B. & S.
Devawongse, Br. s.s. 1047, C. W. Shearer	13th inst.—Saigon, 9th inst., Rice—A. Buns.
Shansi, Br. s.s. 1233, Simons, 13th inst.	—Saigon, 9th inst., Rice—B. & S.
Mackinaw, Am. s.s. 3005, W. G. Krebs,	13th inst.—Saigon, 9th inst., Rice—B. & S.
Parsons, Br. s.s. 4299, T. Robinson, 13th	inst.—Singapore, 7th inst., Gen.—B. & S.
Hanol, Br. s.s. 739, Le Chevalier, 14th inst.	—Hollo, 10th inst., Gen.—A. R. Martz.
Linan, Br. s.s. 1333, W. D. Jones, 15th	inst.—Amoy, 14th inst., Ballast—B. & S.
Shikoku Maru, Jap. s.s. 999, Maruda, 15th	inst.—Naha, 6th inst., Coal—M. B. K.

Try what a refreshing, easily digested,  
and specially nourishing food beverage may  
be made with Benger's Food in combination  
with tea or coffee, cocoa or chocolate.



Benger's Food, prepared with  
fresh new milk forms a dairy and  
delicious cream, rich in all the necessary  
food elements. If half Benger's Food  
so prepared, is mixed with half freshly  
made tea, etc., is highly nourishing  
and digestive advantages are added  
with great success to the refreshing  
qualities of the tea.

Benger's Food also mixes agree-  
ably with stimulants when these may  
be medically recommended.

**BENGER'S**  
FOOD  
FOR INFANTS, INVALIDS,  
AND THE AGED.

SUMMER EXCURSIONS  
TO  
JAPAN

BY THE STEAMERS OF  
CANADIAN PACIFIC S.S. LINE,  
PACIFIC MAIL S.S. CO  
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD  
1st JUNE—31st OCT.

## RATES FROM HONGKONG:

NAGASAKI \$120.00, KOBE \$135.00, YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above-named  
Companies and include Ball between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge  
by steamers calling at that Port, so indicated in schedule of sailings shown below.

The Steamers operated by the Companies named, are the largest, fastest  
and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM  
JAPAN PORTS.

From JAPAN.				To JAPAN.			
YAMAHA	KOBE	NAGASAKI	HONG KONG	YAMAHA	KOBE	NAGASAKI	HONG KONG
LEAVE	LEAVE	LEAVE	ARRIVE	LEAVE	LEAVE	LEAVE	ARRIVE
10 July	10 July	10 July	10 July	10 Aug	10 Aug	10 Aug	10 Aug
11 July	11 July	11 July	11 July	11 Aug	11 Aug	11 Aug	11 Aug
12 July	12 July	12 July	12 July	12 Aug	12 Aug	12 Aug	12 Aug
13 July	13 July	13 July	13 July	13 Aug	13 Aug	13 Aug	13 Aug
14 July	14 July	14 July	14 July	14 Aug	14 Aug	14 Aug	14 Aug
15 July	15 July	15 July	15 July	15 Aug	15 Aug	15 Aug	15 Aug
16 July	16 July	16 July	16 July	16 Aug	16 Aug	16 Aug	16 Aug
17 July	17 July	17 July	17 July	17 Aug	17 Aug	17 Aug	17 Aug
18 July	18 July	18 July	18 July	18 Aug	18 Aug	18 Aug	18 Aug
19 July	19 July	19 July	19 July	19 Aug	19 Aug	19 Aug	19 Aug
20 July	20 July	20 July	20 July	20 Aug	20 Aug	20 Aug	20 Aug
21 July	21 July	21 July	21 July	21 Aug	21 Aug	21 Aug	21 Aug
22 July	22 July	22 July	22 July	22 Aug	22 Aug	22 Aug	22 Aug
23 July	23 July	23 July	23 July	23 Aug	23 Aug	23 Aug	23 Aug
24 July	24 July	24 July	24 July	24 Aug	24 Aug	24 Aug	24 Aug
25 July	25 July	25 July	25 July	25 Aug	25 Aug	25 Aug	25 Aug
26 July	26 July	26 July	26 July	26 Aug	26 Aug	26 Aug	26 Aug
27 July	27 July	27 July	27 July	27 Aug	27 Aug	27 Aug	27 Aug
28 July	28 July	28 July	28 July	28 Aug	28 Aug	28 Aug	28 Aug
29 July	29 July	29 July	29 July	29 Aug	29 Aug	29 Aug	29 Aug
30 July	30 July	30 July	30 July	30 Aug	30 Aug	30 Aug	30 Aug
31 July	31 July	31 July	31 July	31 Aug	31 Aug	31 Aug	31 Aug



# THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, SATURDAY, AUGUST 15, 1914.

## SHORT STORY.

### WANDA OF THE MYSTERIES.

BY  
SAMUEL MERWIN.

[Below will be found another of Samuel Merwin's stories, recounting a new incident in the charmed life of Miss Austin. The writer of the story has won considerable eminence for his Far Eastern tales. This one appeared in a recent issue of *Nature's*.]

It was Sunday afternoon in Tientsin. In the little park that is the most perfectly British thing in the British Concession, a Sikh band of fifty pieces was playing "The Stars and Stripes Forever." Tourists strolled about the gravel paths. Japanese, Hindu, and Chinese amahs, ploddingly wheeled the perambulators of ruddy British babies. Outside, on the corner, a yellow Shantung policeman, baton under arm, languidly watched the carriages and rickshaws roll by.

Within the park, on a bench that was set far back amid the shrubbery, sat Miss Edith Austin, with a red portfolio on her knee, writing a letter with a fountain-pen. Beside her a tiny Pekinese dog, black with one white ear, was curled in slumber. Tucked away inside the portfolio was a bag of American chocolates, into which Miss Austin's left hand made occasional forays. Her slim figure was comfortably relaxed, but her pretty mouth twisted itself unconsciously with the strokes of the pen, her brows gathered every now and then into a V-wrinkle just above the straight, rather long nose, and her usually demure hazel eyes were deep with the immense seriousness of a philosophy based on nearly twenty years of living.

"I realize now, Harriet dear, that I can never, never again be the simple, ignorant child I was up to this year. Life has been particularly hard for me, I think. Even with Mother I have to be careful what I say. She's a dear, but she isn't modern. She just isn't."

"And Aunt and Uncle—now, you know how perfectly bully it was of them to bring me on this glorious journey round the world. You're right—I owe them everything for that."

Miss Austin had been lazily conscious, while she was writing, of some unusual disturbance on the grass-plot at her right, where, a few moments earlier, three little Britons had been playing a game with jack-knives. Now she looked over there and with an effort collected her faculties.

A young girl of about her own age—a remarkably small and remarkably pretty girl whom she had seen of late about the hotel—came running out from the bushes, closely pursued by a sinister little band of Chinese coolies. Her hat had been nearly torn off and one sleeve of her bodice was in shreds. She was deathly pale, and was panting for breath.

As Edith's startled eyes were taking in the extraordinary scene, a good-looking young American hurried to the rescue. But two of the Chinese held the girl, and the other bore the American to the ground, beating him savagely. Edith wondered if it were a dream. The band, she knew, was still playing.

The American lay still—there on the ground. They were leaving him, and were dragging the girl away. Edith sprang up, dropping the portfolio, and ran after them. "Don't do that!" she found herself shouting.

"Help her! Help her!"

A few steps carried her past a group of trees and shrubs, and there, out of view from her bench, was a large camera on a tripod, and a young fellow beside it, smoking a cigarette and turning a crank. By him stood a thin man with a Derby hat on the back of his head, grayish hair, and big horn spectacles. He was smoking a cigar. And crowding in a semi-circle behind these two was a respectful little gathering of tourists, amahs, children, and Chinese.

Edith stopped short. She looked at the struggling group. The face of the pretty girl was thickly painted. For a moment Edith was too confused to move; she felt the red coming into her cheeks.

Then the man with the horn spectacles took his cigar from his mouth and waved it. The camera operator stopped turning the crank. The man on the ground got up and brushed off his clothes—he was painted, too. The girl smiled—even through thick grease-paint her smile was radiant—and nodded toward Miss Austin. "Thanks just as much," she called out in a musical voice.

Slowly Miss Austin returned to her bench, gathered up the belongings that had scattered on the floor of her portfolio, and tried to resume the thread of her letter. But for all of half an hour she could only munch chocolates and listen to the band. Gradually, however, her composure returned. After a time she even indulged in a faint smile, and gave Wing, the dog, a friendly little pat. Then she wrote on:

"I love them everything for that. But I was going to say—you remember the talks we used to have—back before either of us knew the world at all—when we were first reading 'Candida' and 'Woman and Economics'—and we used to wonder how it would seem really to escape from our dreadful suburban seclusion and see a bit of this great man's world for ourselves."

"Well, I have seen a bit of it! I've seen—don't ever whisper a word, dear!—a prize-fight, in a Shanghai opium den. I was second to one of the fighters. I helped him take off his shirt. And oh, Harriet, it was wonderful! You've no idea—the thrill, the humanness of it!"

"And I've been in a revolt—at Peking—with bombs and looting Manchus, and a revolver in my own hand that I almost used—and against a white man! I would have used it, too, if I hadn't been rescued—you couldn't guess—by a girl gambler!"

"And I've been made love to. By a perfect dear of a boy. Sometimes when I'm sure of my sense of humour, I'll tell you about that. The queer thing was that for about twenty minutes I really wanted to fall in love. Can you believe it? I wanted to. Me!"

"Then I got sensible all at once. It slipped by like a sneeze that won't come. And after that I wasn't even interested. You aren't much interested in sneezes afterward, you know."

Miss Austin lingered a moment over this sentence with a pleased smile; then continued: "I'm almost sorry. It's rather saddening to learn that you're not the falling-in-love kind. But I suppose it's safer—"

"Aunt doesn't dream. Nor Uncle. They think I'm just the green little thing I look like. Well, Harriet, dearest, I've learned one thing that is invaluable."

"We were right. A girl can go anywhere alone—even here on the China Coast. All they used to try to make us believe, that life is full of mysterious hidden dangers, that people are such dreadfully complicated things, is just plain bunk. I'll admit that I've been afraid once or twice out here, but that was because I was ignorant. I was always looking for something terrible beyond words to happen. It never did. I can see now that it never will. Why, I haven't even been insulted but once. After this I'm not going to be afraid of anything."

"Really, Harriet, there's no particular mystery about life. People are simple."

A shadow fell across the paper. She raised her eyes, and found the moving-picture heroine standing before her.

This girl was hardly above five feet tall, and could have weighed little more than ninety pounds. Even as she stood quietly there, her lithe young body seemed to respond uncontrollably to the swinging rhythm of the band; by some subtle physical suggestion, she appeared on the point of breaking into a bewildering succession of bendings and posings.

"She's the gracefullest thing I ever saw," said Edith to herself. Her skin was fair and fresh; her hair, under the big shade hat, was really golden; her facile mouth was quivering on the brink of a smile; her eyes were large, blue, and liquid.

"Mind if I sit down with you?" asked the girl.

Edith was conscious of a thrill of pleasure. This adorable little creature, who looked like a child, was really a grown-up actress. She earned her living, independently, in a world of men. She came and went as she chose. She had certainly travelled far; she had doubtless experienced much. Yet there was not a wrinkle in the fair skin, and the blue eyes were as candid as a baby's. "I'm right," thought Edith, as she made room on the bench; "she's as simple and sweet as if they'd kept her in a convent."

"I noticed your dog," said the girl, in a pleasantly casual tone; "and then, I liked your looks."

"That was silly of me—running over there," began Edith. The girl waved the remark carelessly aside. "Oh, that," she said, "we get used to that. You're at the Astor House, too, aren't you?" An ingenious person, clearly. She chattered along as easily as a child of ten.

"I don't know your name," Edith told her.

"Mine's Connidge—my stage name, that is. I'm from Bridgeport, Connecticut. You see—'Idge' from my city, 'Conn' from my State. I think it's nice to be patriotic where we can—don't you? Your first name's Edith, you say? I'm going to call you that, if you don't mind. I always get mixed on last names."

"I don't mind at all," replied Edith, conscious that she was being swept along rather rapidly. "My first name's Wanda."

You are stopping at the Astor House, aren't you?" As Wanda put the question she turned and looked back through the shrubbery toward the big hotel across the street. Built for comfort during the long summers, the front wall of the structure was set back behind a tier of broad verandahs or galleries that extended the full width of the building and on around the corner. The outside rooms on each floor opened on the gallery by shuttered doors, long rows of them. Thus it was possible, by using the galleries and the outside stairways connecting them (these latter were around the corner at the end of the building,

to go from any one outside room to any other without entering the interior corridors of the building. "That's my room," said Edith, "on the third floor, second from the corner—near where that man is walking up and down, the one with the black moustache."

Wanda's eyelids dropped for a moment, as if her thoughts had strayed afield. Then, in an impenetrably casual tone, she said: "Do you know that man?" Edith did not. "Oh, I've seen him around. And he's tried to flirt with me."

Wanda's face assumed a sympathetic expression. "He would do that," she murmured. "He's a bad actor, if you want my opinion. But then,—" she gave a little sigh,—"most of 'em are. And he has nice eyes. He's the tenor in that English concert company that's doing the Coast—the 'Purple Mysteries.' You know."

Edith said she had seen the advertisements. "They're a phony bunch. The press is that they're big London people who can't afford to have their names known. They play in purple costumes and purple silk masks. We've been running into 'em all along—Yokohama, Kobe, Nagasaki, Shanghai."

The conversation flagged for a little while. The two girls watched the passers-by. A note of melancholy crept into the voice of the little actress.

"Oh, my dear," she observed later, "if you knew what I've had to endure from men. A girl is so helpless."

Edith looked at her, and was surprised to see that the corner of her mouth was sagging wearily and that there were tears in her eyes. She wondered what disturbing memory had so suddenly depressed that volatile spirit. It seemed hardly possible that there could be any strain of sadness in the life of so lovely and youthful a person.

Wanda slowly turned her head and met Edith's troubled gaze. She brushed a tear from her cheek. "You'll think I'm a fool," she murmured.

Edith shook her head. "Indeed I won't," she replied impulsively. "I wish you would tell me what is the matter." And she rested a gentle hand on the girl's sleeve.

Wanda mused. "I wonder if I could tell you!"

"Please. Were you reminded of something sad?"

Wanda smiled mournfully. "I never forget it," she replied. "Only you have to keep up most of the time. I guess that's what makes life so hard. Laugh and the world laughs with you; you know." She fell to musing again.

"Tell me, Edith," she remarked, after a moment, "do you think there's such a thing in the world as a true friend?"

"I'm sure there is," cried Edith. "I don't you tell me? Perhaps I could help."

Wanda shrugged her shoulders. "It's beyond that. Nobody could help me now." Her pathetic eyes again sought Edith's girlish face.

"I don't know what on earth to do. You're a dear girl, Edith, but I don't believe you've had enough experience of life—to understand."

"I've seen a good deal," said Edith.

There was so much quiet assurance in her tone that Wanda flashed at her a glance of surprise and inquiry, then dropped her eyes and remarked: "You see, dear, I was married two years ago."

"Married!"

"Beat you!" "With a razor-strop. I could show you—there's marks on my back now." He got to bringing other women right into our apartment—made me wait on them. He was—oh, I can't! You wouldn't understand! He made me work all the time, rehearsing and playing, and then took my salary away from me—every cent. Not even carfare for me—and I got two hundred a week in New York. Edith dear, if you knew what men are, and what women have to endure from 'em!"

"I know a little about men," said Edith grimly. "Well, twice I tried to kill myself. Once by gas. He came home sober that night, for once, and knocked the door in, and beat me till I fainted. The other time I was just jumping out the window when he caught me—by my nightgown. Just see what he's brought me to."

She opened her hand-purse; and there, nestling among three diamond rings and a diamond pendant, a box of lip-carmines and a diminutive powder-puff, a rumpled-up handkerchief, some tightly folded cablegrams, a Mexican dollar with red paper inscribed in Chinese characters pasted on one side of it, and a little silver change, was a small rough glass bottle marked "Poison."

The pupils of Edith's eyes contracted and her lips pressed together. "But, true to her new standing as a woman of experience, she suppressed the exclamation of horror that was struggling to her lips."

"I ran away from 'im and went to Chicago. I had a dreadful time—no money at all. There was man who would have advanced me some, but of course I couldn't take it—not that way."

"Of course not," murmured Edith.

"And, as I couldn't very well go to any other manager until I was free from Will—you see, he had always been my manager; Will M. Ryan of the Ryan Amusement Co.—there literally wasn't any way I could turn. One week I almost starved. Will sent horrid telegrams. He hired detectives to shadow me. One of 'em told me who he was, and said that, if—oh, you've no idea what I've been through!"

"Then I got a chance to come out here with this company and do moving pictures. The money wasn't much of course, but there was the ocean trip and a chance to see Japan, and I jumped at it. Just came right along, all impetuous as usual, and hopped straight out of the frying-pan into the cheerfully glowing coals. That's me, you know, all over. I don't look into things careful enough; I'm too intense."

There was a hushiness in Edith's throat. As she looked at the delicately modelled face under the big hat, at the soft little mouth and the great childlike blue eyes, she felt that she was being permitted to witness one of life's inexplicable tragedies—that before her was quivering an innocent but tortured soul. She was conscious of a new gravity, almost a solemnity, within herself.

She managed to ask: "And so, you—you've found more trouble out here?"

Wanda pressed her handkerchief to her eyes. "It's terrible. I don't know how I came to confide in you in this way. But I've got to talk to somebody. It's either some kind of sympathy and help—or her voice quivered—"or that little bottle. I'm in a trap. I don't know what to do."

And she took to clasping and unclasping her fingers in her lap.

"Try to be calm," said Edith gently. "Relax. And tell me quietly. I'm going to help you if I can."

Wanda gave her a grateful look, and continued: "We weren't three days out from San

Francisco before I found that I had to fight the director of this company."

"You don't mean—" breathed Edith.

Wanda's eyes were brimming again. She nodded. "He was dreadful. I had to keep my state-room door locked—until Miss La Place came in with me. You must have seen him around here—thin man with grayish hair. Mr. Hemmingway."

"And horn spectacles."

"Yes. Always smoking a cigar."

"Why?" Edith mused, "I thought he looked very quiet and—"

"My dear," Wanda interrupted impressively, "the quiet ones are the worst. There was a tenor singer—he was only a high baritone, really—with the Acora Opera Company—he was the quiet kind—that—You've no idea! I got worn out fighting him. Sometimes I wonder what's the use."

"But you mustn't feel that way. That is weakness. You must keep up the fight—always."

"I know. But it does wear you out. Specially when you can't see anything ahead. Well, anyway, when we landed at Yokohama I found these cablegrams from Will. She took the folded papers from her purse and spread them out for Edith to read. "While we were in Japan and Shanghai I got a cable every day. Then for two weeks there was nothing. I couldn't imagine what it meant. Hemmingway knew something. I'm sure—he acted so queer. Then, two days ago, this came."

She laid the message on Edith's portfolio. "See, it's from Shanghai. He came clear across the Pacific on a fast boat. He's half way up the Coast now—he here by Wednesday."

Edith read the message:

Leaving here to-night for Tientsin. Am sure everything will be all right when I see you. Will.

"Are you sure he—your husband—doesn't love you?" asked Edith, a trace in her voice of that same hushiness.

Wanda compressed her lips and shook her head. "No. It isn't real love. Sometimes, when he hasn't seen me for a while, I fascinate him." She turned her big, appealing eyes to Edith's. "Why is it, dear—I always seem to attract men—that wrong way? Can it be my fault? It's so disappointing. It hurts so."

"I'm sure it's not your fault, Wanda. You can't help being beautiful."

Wanda looked pleased for an instant; then her eyes filled again. "The poor little thing!" thought Edith. "What a bundle of emotions she is. She's all temperament. There ought always to be someone to take care of her. And she's so sweet and so—so helpless."

Wanda was sobbing now, very softly, and pressing her handkerchief to her nose. "Oh, it's too dreadful to tell!" she burst out. "I am talking in this matter-of-fact way—and—Well, that man tried to get into my room this afternoon—while I was dressing. I'm actually not safe there—in my own room. I ran out of the hotel. I came here because it was open and safe and there were people. And you were here. I thought maybe you'd let me talk. I had to talk to somebody. I'm all alone—and perfectly helpless. Hemmingway is even holding back my salary, just the way Will always did. I don't know what to do. If life has got to be like this, I don't want—to—live!"

(To be Continued next Saturday.)

## ANTICIPATED RETURN OF GOLD TO AMERICA.

Amsterdam, June 22.—The steady stream of gold flowing from the American side to this side of the ocean has attracted much attention here. Apart from the more commonly discussed reasons for U.S. gold exports it is felt among our bankers that disposition of holders of American securities in Europe, to sell U.S. securities at every occasion and the repayment of many short-term obligations falling due and largely held in Europe, without the holders being inclined to reinvest the proceeds in other American securities, has had a good deal to do with the loss of gold. Some hesitation is felt on the part of bankers to take U. S. finance bills to the same extent as previously, which bills practically represent drawings against shipments to be made later on. The gold is welcomed on this side, because it will benefit the international money markets. Where financially, as well as politically, the sky in Europe is not unclouded; it may help the money centres in meeting the usual Autumn stringency without high discount rates. The appointments to the Federal Reserve Board are favourably regarded here. Under the new law it is believed the faults of the old currency system which have so often intensified the crises in periods of depression will be avoided. The consequences of the outflow of the gold will therefore be less felt in the U.S. The brilliant crop prospects, moreover, giving rise to the expectation of an excellent crop, will, if realized, greatly favour the export figures, and a good deal of gold may be returned. This time it may particularly be the case, because the placing of finance bills in anticipation of the coming crop has not been easy, and consequently the export of the product itself will likely have a more direct favourable influence upon the trade balance of the U. S. than usually. Finally, the possibility still exists that after the period of depression in the American securities, a period characterized by a milder attitude of the American Government toward capital will arrive and that the Interstate Commerce Commission may finally grant some increases in the freight rates of the railroads. Should this fortunately happen it may help to strengthen confidence in American values, which would work strongly in favour of reducing the effect of the big amount of gold which has left the U. S.

**Stolen Miniature.**  
News has been received in London of the disappearance of a miniature painting exhibited at the Paris salon. The miniature was the work of Mr. Richard Speight, whose work is well known in London. A reward of 50 guineas has been offered. The painting represents a beautiful little girl, and it is suggested that the theft may be the work of some woman who has lost her child. It will be recalled that a miniature which disappeared in a similar way from the British Academy was ultimately returned through the post.

**Padang Rubber.**  
The report of the Padang Rubber Company, Ltd., for the year ended 30th April, 1914, states that the profit amounts to £42,561.87, which, with the balance brought forward of £16,651.68, makes a total of £59,213.55. An interim dividend of 3 per cent was paid in December last, and the directors recommend a final dividend of £15,000, and carry forward £1,213.55.



# THE HONGKONG TELEGRAPH. SECOND EXTRA

HONGKONG, SATURDAY, AUGUST 15, 1914.

## THE WORLD OF SPORT.

### OUR LATEST HOME SPORTS LETTER.

TURP CHATTER—GOLF COMMENTS.

(From Our Special Correspondents.)

London, July 17.

An incident of very special significance has (our Racing Correspondent "Centaur" writes) occurred this week in connection with sport under the rules of the Jockey Club. Immediately after Mr. J. W. Burton's Red Finch won the Swaffham Welter Handicap at Newmarket last Wednesday, the Stewards—Lord Wolverton, Lord Villiers and Captain Green—ordered the horse to remain in the unsaddling enclosure. They then brought to it an eminent veterinary surgeon named Mr. McQueen, and directed that he should secure a sample of the horse's saliva. The suspicion, of course—and I do not put it higher than suspicion—was that the Red Finch had won his race under the influence of a "dope," and according to rule doping is prohibited on pain of warning-off. I believe this is the first occasion English Stewards have taken such serious action since the year they found cause to legislate against doping.

Certain American trainers had introduced the practice at a time when it was not illegal, and seeing the successes they gained, English trainers—some of them—adopted similar methods. Since a ban was placed upon it little has been heard of doping, though it has been understood that some went on in secret. In France and Hungary it is certainly not extinct in spite of severe penalties. In the latter country a prominent English trainer was warned off not long ago simply because saliva taken from his horses was found to contain traces of doping on being subjected to analytical examination in the laboratory.

And now the subject is thrust upon us by this unexpected action of the Jockey Club Stewards at the headquarters of racing. It should be mentioned that the horse Red Finch, who was bred by Mr. J. B. Joel, and was acquired by Mr. Burton after it had won a selling race at Doncaster last September, won the race last Wednesday at 7 to 1 against. He was undoubtedly backed. His trainer, E. Martin, used to be a prominent light weight jockey over a score of years ago, and now he trains steeplechasers and a few flat races in Wiltshire. The Stewards probably had their attention directed to the horse by the trouble he took to saddle, so excited was he. Then the sweat dripped off him as he paraded in the paddock and altogether he was in a very highly strung state.

The action of the Stewards naturally caused a sensation. It remains to be seen what the report on the samples will disclose but the penalty is warning off and that would also mean the disqualification of the horse. The Stewards sent a request to the Press that they should not publish anything as to the action they had taken and thus for the present at any rate, the incident has been suppressed in the English papers. This, therefore, is the only complete statement of the facts. No doubt the Jockey Club will have something to say immediately the result of the analysis is made known.

The King was not present at this second July meeting at Newmarket and the attendance may have suffered somewhat in consequence, but the meeting as a whole proved a particularly pleasant one, the weather being delightful. Usually backers of horses have rather a good time at

these July Meetings, but they met with a succession of reverses on the opening day, for only one favourite won. One of the biggest surprises of the day came when Sir Abe Bailey's Son-in-Law won the Dullingham Plate of a mile and a half. On the running for the Ascot Gold Vase it was as clear as anything could be that he would not beat either Mr. Hulton's Thistleton or Mr. James de Rothschild's Cincinnati. Those horses were meeting him on 5lb better terms, and the distance was half a mile less than the other race. Yet the tables were turned, as Son-in-Law beat Cincinnati by a head, and Thistleton was beaten out of the first three. The winner started at 100 to 8, which will show what was thought of his chance in a field of five.

Another blow to those who make a close study of form was given when Captain Lings' filly Tingvalla, who had won in good style at Ascot, could not even get a place for the Soltykoff Stakes. She started at even money, which indicates that the public regarded her as being unbeatable. The result, however, was an easy win for Mr. Henry Walter Gilbey's Polygram, whose starting price was 100 to 8. The winner, like the second, Mr. J. B. Joel's Polystome is by Polymelus. Only one other race may be mentioned on this first day. Young Pegasus, a 4-year-old by Chaucer, won the Beaufort Stakes for Lord Darby. Here again the winner was nothing like as well backed as five others. Backers could not do right.

They did little better on the second day. It is true Mr. Waldorf Astor's First Spear won the Falmouth Stakes, but the bookmakers were not going to give money away on this one. They asked for odds and not many backers care about laying odds on a favourite after they have been having a bad time. First Spear won easily, and there is no doubt she is a smart three-year-old filly. Then a fine performance was put up by Mr. Whitney's Harmonicon, who carried 9-2 to victory for the July Handicap of six furlongs. This American horse gave 22 lbs. and a neck beating to Lord Annandale's last year's winner of the Stewards' Cup at Goodwood. These two horses had the finish to themselves. Harmonicon won the Zetland Stakes. He was very much fancied but the actual first favourite was Sir Ernest Cassel's Scipio who, however, gave a poor display and is clearly a bad horse.

The last day of the meeting produced one or two good races. Once again the favourites failed to come up to expectation. The Chesterfield Stakes saw two strong favourites at the post in Mr. Waldorf Astor's Good and Gay, the winner of the Bessborough Stakes at Ascot, and Mr. H. P. Whitney's Lady Hamburg colt. Good and Gay obtained third place, but the race was won by Colonel Hall Walker's Follow Up, a colt who has made a great improvement since he made such a disappointing show in the Fitzwilliam Stakes in the Spring. The Midsummer Stakes afforded a good example of how a horse may be helped to win by its stable companions. There was nothing that looked like beating Corcoran and all that her owner feared was a slow race.

## VOLUNTEERS AND RESERVES.

New Appointments Notified.

His Excellency the Governor has been pleased to make the following appointments in the Hongkong Volunteer Reserve:—  
Major, Mr. George Herbert Wakeman.

Captains, Mr. Lennox Godfrey Bird and Mr. William Leonard Carter.

Lieutenants, Mr. George Kingston Hall Bruton. The Honourable Mr. David Lindale. Second Lieutenants, Mr. Charles Henry Blason, Capt. Benjamin Roper Branch, Mr. John Owen Hughes and Dr. Edward Evan-Jones.

His Excellency the Governor has been pleased to appoint Captain C. E. Lawder, Royal Horse and Royal Field Artillery, Retired, to be Supernumerary Captain in the Hongkong Volunteer Corps, with effect from the 6th August, 1914.

## GOLF.

When the last little band of English golfers came back from Cappellenbosch on Saturday night after competing in the French and Belgian Championships, most of them (Tom Ball, the Winner of the Belgian Championship, writes) heaved a sigh of relief at the thought that now at last we may look forward to a short breathing space. In the language of the links, we are now in the happy position of being dorny on the golfing year. The "News of the World" competition still lies in front of us, but there are no more serious Championships to worry about. Unless an eleventh hour decision is reached, none of the leading British professionals will be going to America this year, to take part in the United States Championship. This will no doubt occasion some disappointment on the other side. There is, of course, plenty of time for some of us to change our minds, for the Championship Meeting at Midlothian does not take place until October. Nevertheless the considerations which are influencing the leading players are really weighty ones. Mr. "Chick" Evans in a farewell letter which he wrote for this column a few weeks ago expressed the hope that British as well as French golfers would go over to America this year. So far as the amateurs are concerned there is still a possibility that this invitation will be accepted, for there has been talk for some little time past of Mr. Norman F. Hunter getting together a party for the American Amateur Championship at Manchester (Vermont). But it is otherwise as regards the Professionals. Harry Vardon, who won his sixth Open Championship at Prestwick last month, is naturally full up with engagements for the coming Autumn, for a victory in that event always brings a shoal of exhibition matches in its train. Vardon, moreover, found that his tour in America last year put a very great strain on his physical strength, and he is not likely to lightly entertain a proposal for another visit to the States just yet. J. H. Taylor, who was runner-up to Vardon at Prestwick, assures me positively that his engagements will not permit of his going to the States this year. There has been a great deal of talk during the summer of Brand going over in company with George Duncan but both have now abandoned the idea.

## THE WAR.

Liners resume Normal Sailings.

We are informed by the Hongkong representatives of the Shipping Conference that they have received a wire from London instructing them that the steamers under their control are forthwith to resume forward bookings.

Such news must be regarded as extremely satisfactory, as obviously, unless all danger to shipping from German warships were at an end, no such instructions could have been given.

## GUN PRACTICE.

We are officially requested to publish the following, in order to obviate any chance of alarm or misunderstanding:—

Gun practice will be carried out by the Royal Garrison Artillery from the following works and on the following dates:—

Mount Davis, Tuesday 18th August at 8 a.m. in a S.W. direction.

Stonecutters, Wednesday 19th August at 9 a.m. in a S.W. direction.

Pakshawan, Saturday 22nd August at 10 a.m. in a N.E. direction.

Should the weather conditions be unfavourable the practices will be postponed until the following days, Sundays excepted.

## University Appointment.

His Excellency the Governor has been pleased to re-nominate Mr. C. Montague Ellis to be a Member of the Court of the University of Hongkong for a further term of three years, with effect from the 22nd April, 1914.

## The Collision Case.

The hearing of the collision case, in which the Wingsang and the Jinsen Maru were the vessels concerned, was continued in the Supreme Court, this morning, Mr. Sharp, K.C., still addressing the Court. Mr. Potter will in all probability reply to counsel's points on Monday.

## Chinese Cemetery.

It is notified that His Excellency the Governor-in-Council has under Section 90 of the Public Health and Buildings Ordinance, 1913, selected as a sufficient and proper place to be used as a cemetery or burial ground for Chinese a site to be known as the Ap Li Chau Cemetery, situate in Ap Li Chau Island, containing an area of 4 acres.

## "Flickerless" Cinematography.

A cinematograph apparatus entirely free from incandescence which are so tiring to the eyes of spectators has been devised by the French scientist, M. Edouard Belin, well-known for his discoveries in connection with telephotography. His apparatus, which is of a highly complex nature, reproduces life exactly and continuously. The film does not appear as a series of separate pictures rapidly succeeding each other. Thus, marching troops and ceremonial processions do not have the spasmodic, jerky action inevitable with present cinematographs. M. Belin has demonstrated the qualities of his apparatus to a company of French scientists with great success. A demonstration was recently given in London of the "Vanoscope," which claims to produce exactly similar results.

## FOR THE LADIES.

### OUR WEEKLY CAUSERIE ON WOMEN'S MATTERS.

#### HYGIENIC CLOTHING—STYLES IN BATHING DRESSES—CHILDREN'S FASHIONS—SOME USEFUL RECIPES.

In the early days of the hygienic movement the very word "hygienic," as applied to clothes, was considered—and not without reason—as a synonym for utter dowdiness. But the principle inculcated by the early disciples of health and beauty was right, and Dame Fashion, having discovered this, adopted it, and gradually adapted her ideas to it. Hence the exquisitely light and supple fabrics we all wear now, demanding a minimum weight and a porous texture even in warm winter clothing. Short skirts, open necked blouses, the reduction of the number of garments worn, and the looseness of fit are all conducive to health and to increased freedom and grace of movement; and although boots and shoes do not yet conform to the true shape of the feet, the soft-dressed suede, fine kid, velvet, and textile shoes with pliable soles and moderate heels are far more comfortable than the old and narrower styles; and already one sees new models derived from the old Greek buskin, and heel-less indoor slippers that are as delightful to wear as Indian moccasins.

#### The Greek Ideal.

In brief, whether as leaders or followers women are steadily progressing towards the classic Greek ideal of health, beauty, and consequent happiness and well-being; an ideal that can only be attained by mental and spiritual, as well as physical development; for in human life the three elements of body, soul, and spirit are all inter-dependent, one on the other. It is a joyous forward movement, which, sooner or later, will verify Browning's inspired phrase,

"All good things are ours; nor soul helps flesh more now than flesh helps soul!"

#### Bathing Dresses.

Silken fabrics are used for many of the smartest bathing suits this year, especially taffetas in French tartan patterns, merv, foulard, damask, and the new silk serge; though fine wool serge and cashmere are still very popular, and are far more serviceable, while expert, long distance swimmers are of course, faithful to the woven suit, and dispense with a tunic.

A purple suit. One of the most delightful designs seen was of vivid purple damask, the tunic reaching to the knees, and swathed round the hips with a wide sash of crepe de chine of the same colour, brought down low at the left side and knotted there, with short, rather narrow ends; on which were embroidered two little cabalistic looking motifs in saffron silk, the sailor collar and turned back cuffs showing similar motifs. The sash, of course, was attached to the tunic to prevent disarrangement. The coquettish turban was of printed silk in vivid purple, or Ange, and green flourishes, the hose palest mauve with shoes and sandals of purple satin, and the bathing wrap of saffron silk serge.

Stripes and colours. Some of the simplest and prettiest suits are of striped cashmere or silk, cream with a delicate tint, pale blue, mauve, or pink, with tunic border, sash, and collar, of the plain colour. Plain cream suits have these touches of colour, usually a pale shade; but some of the navy blue ones show crimson or orange sashes; and are worn with dark blue hose and sandals.

of the bright colour; or with flesh-tinted hose, navy shoes and sandals may be worn. Caps and turbans usually repeat the brightest colours of the suit; some are striped and many-hued as Joseph's coat.

Wraps are of the voluminous cavalier cloak type, some dainty to a degree, of white serge lined with a coloured silk, and sometimes embroidered with a big monogram in one corner. A very charming one of cream serge was lined with palest blue pink. Wraps with "monks" or Arab burnous hoods that can be drawn over the head are remarkably picturesque.

#### Wraps and Hats.

The most fashionable travelling wrap is that with a half length, loose-fitting, belted coat, supplied with big pockets, and an ample cloak, falling from the shoulders, made of reversible tweed or cloth, the coat showing one colour and the cape the other. Sometimes the garment is in one, and the back of the coat is of lining silk, but a more convenient plan is to have a detachable cloak, so that the garments can be worn separately or together. Makintoshes and waterproofs are made on the same principle, though a good many women prefer the loose, well-cut, full-length coat, supplied with belt, pockets, storm collar, and wind cuffs, as they find the cape cumbersome and inconvenient, especially in windy weather. The newest sport and travelling hats are of a very soft and light beaver felt, with the "velours" finish which gives a charming plushy surface. With a dome-shaped crown and rather narrow brim that can be turned up or down at discretion, they are trimmed only with a band of corded ribbon or a thick cord, and come in a range of lovely colours. Panama hats are of the same shape, and also of the shabby wide-brimmed order for sunny days, and the simple French sailor hats of white straw, silk, or linen, are charming, and the little French toques and kepis of black, white, or raven blue straw, silk, or satin are fashionable as ever, and so useful as the trimming can be changed to suit the occasion. For travelling and morning wear they show just a cluster of fruit or a pair of tiny wings, while handsome flower or feather mounts will render them fit for the smartest affair. The large velvet and lace hats will be most in vogue for fete and casino wear.

Fashions for Young Folk. Little loose jackets are the newest thing for small girls, such quaint and useful affairs to slip over the summer frock, made of taffetas or soft satin for quite smart wear, of thin serge or any other light weight woollen for ordinary occasions. Frocks of cotton voile striped, or figured with little flower aprays in delicate colours, are more popular than muslins or zephyrs, for they are delightfully cool, do not crush or soil easily, and wash perfectly, provided they are "shrank" to begin with, for although cotton fabrics are not supposed to shrink, voile and crepe weavings often do so. Therefore if they are not shrunk in the piece beforehand, the frocks should be made large enough to allow for shrinkage after the first washing. They are always fashioned quite simply, and the smock style, with the skirt drawn in to give a long waisted effect, is best.

The long, fairly loose tunics are

## BANK RETURNS.

The returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended July 31, 1914, as certified by the Managers of the respective Banks are:—

Chartered Bank of India, Australia and China.—Notes, \$4,237,754; Specie, \$2,000,000.  
Hongkong and Shanghai Banking Corporation.—Notes, \$10,144,792; Specie, \$15,500,000.  
Mercantile Bank of India, Limited.—Notes, \$1,221,743; Specie, \$8,000.  
Total.—Notes, \$24,654,289; Specie, \$18,500,000.

best for small boys, worn over knickers to match, and made either of fine serge, natural coloured holland or tussah silk, or linen, white, grey, tussah coloured or pale blue. Shirts of Viyella, serex fabric or Japanese silk are best for little boys as they wash so well and easily, without shrinking. They are usually made with a large turnover collar, which is pulled outside the tunic.

Baked Peaches.—Peel and cut in halves six or more good-sized peaches, and remove the stones. Place the halves neatly in a fire-proof dish, filling each cavity with a teaspoonful of sifted sugar, half a teaspoonful of butter, a few drops of lemon juice, and a grate of nutmeg. Put a tablespoonful of water in the dish to prevent the fruit sticking. Bake them gently for about twenty minutes till tender, and set them aside to cool. Boil the stones in a gill of water, crack them, blanch the kernels, and return them to the water with about eight lumps of sugar, and boil to a thin syrup. Slide the peaches into a glass dish, pour the extra syrup over them, and serve quite cold, garnished with cones of whipped cream. Bake them gently for about twenty minutes till tender, and set them aside to cool. Boil the stones in a gill of water, crack them, blanch the kernels, and return them to the water with about eight lumps of sugar, and boil to a thin syrup. Slide the peaches into a glass dish, pour the extra syrup over them, and serve quite cold, garnished with cones of whipped cream.

Banana Sandwiches.—Scrape the bananas before slicing thinly, dip each piece into sweetened whipped cream, place on thin slices of bread and butter, sprinkle with very finely chopped almonds, walnuts, or peanuts, and cover with another slice of bread and butter and form into dainty rounds or triangular sandwiches.

Salad Dressings.—The plain French dressing of the very best oil and vinegar is made by pouring the oil over, tossing the salad lightly till it is distributed, then the vinegar, pepper, and salt, and again tossing it, finally adding the special item, hard boiled eggs, fish, etc., or cold chicken, and the garnishing—beetroot, cucumber, tomato. Mayonnaise should be mixed with the fish or meat which is placed in the centre of the salad, and the remainder poured into the bowl at the sides, not over the salad.

Potato Salad.—Cut some hot boiled potatoes into slices, and dress them with a little fresh olive oil, vinegar, pepper, salt, and chopped parsley. Add a few capers, some thinly sliced beetroot, and chopped or sliced gherkins. Allow to get quite cold before serving. Set the bowl on ice if necessary.

Cherry Pudding.—Melt two ounces of butter in a saucepan and stir in two ounces of flour, add gradually one pint of milk, and stir till it boils. Mix a quarter of a pound of white bread crumbs, quarter of a pound of castor sugar, and the grated rind of a lemon in a basin. Pour the boiling milk over it, and let it stand for a few minutes, then add two well-beaten eggs, a teaspoonful of vanilla essence, and a few dried cherries. Butter a mould, stick some dried cherries on the bottom of it, pour in the mixture, cover with buttered paper, and steam for one and a half hours. Serve with apple sauce.



## NOTICE

## ANNOUNCEMENT.

THE LIVERPOOL & LONDON & GLOBE  
INSURANCE CO., LTD.

Assets £13,833,482: 12: 4d.

THE Management of the Company's Representation in Hongkong has from to-day been taken over by me and the interests of the Company will thus be entirely under British control.

H. S. PLAYFAIR.

Hongkong, 10th August, 1914.

## PUBLIC COMPANIES

HONGKONG & SHANGHAI  
BANKING CORPORATION.NOTICE OF ORDINARY AND  
EXTRAORDINARY  
MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914, both days inclusive, during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested, and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to The Hongkong and Shanghai Bank Ordinance 1866, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of The Hongkong and Shanghai Bank Ordinance 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to: The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and as to take any mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money, and the substitution thereof of the following words:—"To take, so as to enforce, release, realise, or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit, or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not

exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor: namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless or until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five of the words "or representing by proxy" and by striking out at the end of said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely the words "Half-year ending the 30th June and the 31st December, shall make a general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and 31st day of December" be struck out of lines 5 and 6 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors  
A. G. STEPHEN,  
Acting Chief Manager  
Hongkong 11th July 1914.

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Goods are being landed at the risk

into the Godowns of Holt's

Wharf at Kowloon, whence

and/or from the wharves

delivery may be obtained.

No Claims will be admitted

after the Goods have left the Go-

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will be subject to rent.

All claims against the Steamer

must be presented to the Under-

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or they will not be recognized.

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ified that their goods, with the

exception of Parcels, Treasure

and Valuables, are being landed

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No Fire Insurance will be

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All damaged packages are to be

left in the Godowns and this

Office notified, when arrange-

ments will be made for examina-

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after the goods have left the Go-

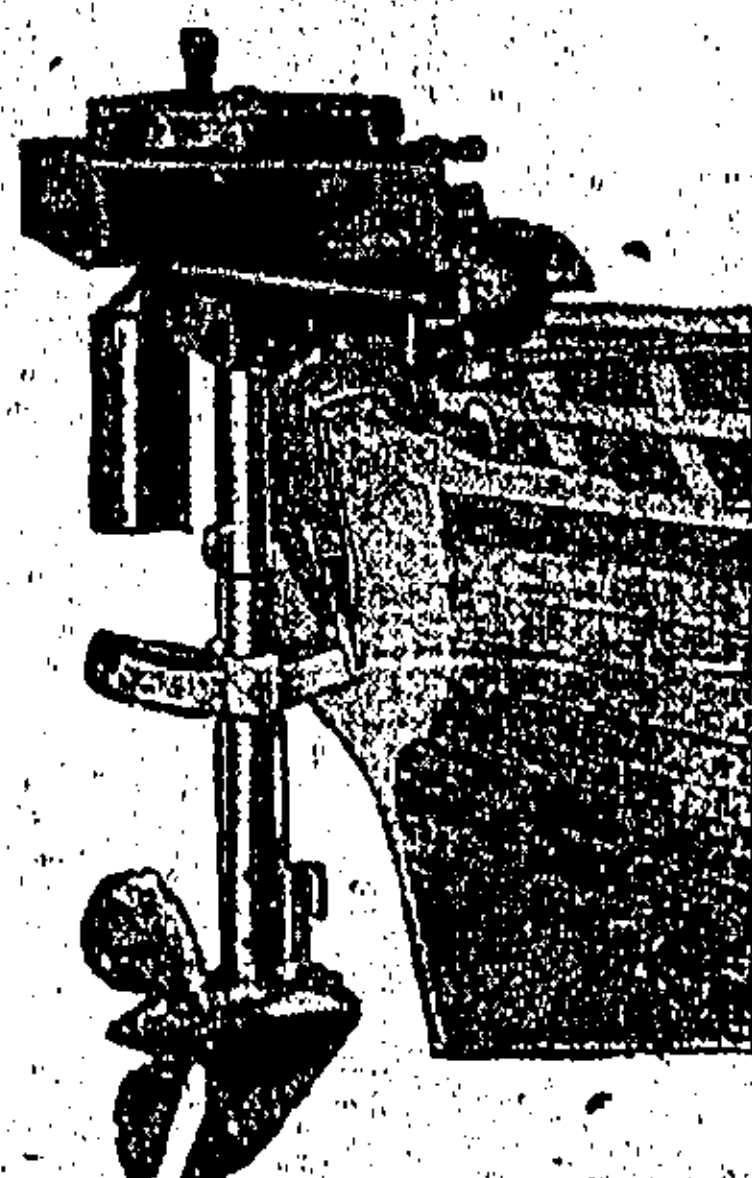
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D. W. ORADDOCK,

General Traffic Agent.

Hongkong, 12th August, 1914.

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No. 2 Dock, Kowloon.....	110	14'	10'	7'
Patent Slip, No. 1 Kowloon.....	110	14'	10'	7'
Patent Slip, No. 2 Kowloon.....	110	14'	10'	7'
TAI KOWTSUI				
Consolidation Dock.....	110	14'	10'	7'
AREDEEN				
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## SHARE REPORT.

## COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS SA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Prices	Number of Shares	Par Value	Paid Up	1913. Highest	1913. Lowest	1914. Highest	1914. Lowest	Last Dividend and Date
<b>Banks.</b>									
H'kong & Shanghai Banking Corp.	(\$852) b. £84	120,000	\$125	all	835 Jan.	790 Aug.	855	852 1/2	£2 & 5/- bonus at ex. 1/11 3/16 equal to \$23.28 for 1/2 year ending 31/12/13
<b>Marine Insurances.</b>									
Canton Insurance Office, Ltd.	320 b.	10,000	\$250	50	349 Oct.	270 Jan.	320	320	Final of \$3 a/o 1912. Interim of \$18 a/o 913.
North China Ins. Co., Ltd.	1142 b.	10,000	\$15	5	137 1/2 Aug.	131 Jan.	142	141	Final of 10 p.c. making 20 p.c. for 1912
Union Ins. Society of Canton, Ltd.	795 s.	2,400	\$250	100	845 April	784 Sept.	795	795	Final of \$20 making \$50 for 1913 and Interim of \$30 for 1913
Yangtze Ins. Assoc. Ltd.	\$200	12,000	\$100	60	300 April	185 June	200	200	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
<b>Fire Insurances.</b>									
China Fire Ins. Co., Ltd.	\$155 b.	20,000	\$100	20	161 1/2 Dec.	146 May	156	155	\$10 for 1912
H'kong Fire Ins. Co., Ltd.	\$398	8,000	\$250	50	385 Jan.	354 May	398	398	\$27 for 1912
<b>Ships.</b>									
China & Manila S.S. Co., Ltd.	884 s.	30,000	\$25	all	11 1/2 June.	7 1/2 Oct.	81	8	\$1 for '906
Douglas Steamship Co., Ltd.	\$31 b.	20,000	\$50	all	42 May	30 Oct.	31	31	\$2.50 for year end'g 30/6/13
Hongkong, C. & M.S.S. Co., Ltd.	27 1/2 s.	80,000	\$15	all	29 1/2 Aug.	27 April	28	27 1/2	Interim of \$1 for half year ending 30/6/13
Indo-China Steam Navigation Co., Ltd.	\$56 b.	60,000	\$25	all	99 April	75 Aug.	56	56	3% Interim a/o year 1913 on preferred shares.
Shell Transport & Trading Co., Ltd.	30/- s.	3,797,810	£1	all	118/- April	98/6 Oct.	90/-	80/-	Final of 5/- making 7/- for 1913 Interim of 1/- a/o 1914 C.No. 22
Star Ferry Company, Ltd.	\$46	40,000	\$10	all	58 Oct.	32 1/2 Jan.	46	46	\$1.70 per share and bonus of 30 cents per share for year ending 30/4/13
<b>Petrols.</b>									
China Sugar Refining Co., Ltd.	\$77 1/2 b.	20,000	\$100	all	112 Jan.	92 1/2 Aug.	79	77 1/2	\$3 for 1912
Luzon Sugar Refining Co., Ltd.	\$28 s.	7,000	\$100	all	40 Jan.	30 Dec.	28	28	\$3 for 1897
<b>Mining.</b>									
Kailan Mining Admin'tion.	37/6	1,000,000	£1	all	37/- Dec.	30/- July	37/6	37/6	Interim of 1/- for 1913 Coupon No. 3.
Raub Australian Gold Mining Co., Ltd.	\$3 s.	200,000	£1	all	4 1/4 Jan.	3 Aug.	3	3	1/2 for 1909
Tromch Mines Ltd.	26/3	160,000	£1	all	86/- Feb.	38/- Dec.	30/-	26/3	1/- mak. 7/6 a/o 1913
<b>Docks, Wharves and Godowns &amp;c.</b>									
Hongkong & K.W. & C. Co., Ltd.	\$85 1/2 s.	60,000	\$50	all	99 July	74 Mar.	85 1/2	85 1/2	\$3.50 for year 1913
H'kong & W'poa D Co., Ltd.	\$63 s.	50,000	\$50	all	90 June	56 Jan.	63	63	\$3 dividend for year 1913
Shai Dock & Eng. Co., Ltd.	55 b.	50,000	£100	all	72 Jan.	51 July	55	55	£3 for 913
Shai & H'kew. W. Co., Ltd.	91	65,000	£100	all	113 1/2 May	103 Jan.	91	91	Interim of 1/3 for 1913
<b>Lands, Hotels and Buildings.</b>									
Anglo French Lands	1294	25,000	£100	all	125 Aug.	112 Mar.	128	128	Tls. 6 on 29.2.10
H'kong Hotel Co., Ltd. (Old)	\$128 b.	12,000	\$50	25	125 Aug.	112 Mar.	128	128	\$7 on old shares, \$3.50 on new shares for year 31/12/13
H'kong Land Investment Co.	\$116 b. div.	50,000	\$100	all	118 July	101 Jan.	117 1/2	117	\$3 1/2 for year ending 30/6/14
H'phreys Estate & F. Co., Ltd.	\$72 b.	150,000	\$10	all	9 1/2 Sept.	8 Feb.	74	74	50 cents for '913
H'k'oon Land & Building Co., Ltd.	\$44 b.	60,000	\$50	all	44 Aug.	33 Feb.	44	44	\$2.80 for 1913
Shanghai Lands	1.93	78,000	£50	all	74 1/2 June	54 1/2 Jan.	73	73	Interim of 5 p.c. for year end'g 30/6/13
West Point Building Co., Ltd.	\$71 b. div.	15,500	\$50	all	74 1/2 June	54 1/2 Jan.	73	73	\$2.00 for half year ending 30/6/14
Manila M'pole H. tel.	103 sa.	10,000	p.10	all	103	103	103	103	5 per cent. for 1910
H'kong Central Estates	\$103 sa.	10,000	\$100	all	103	103	103	103	First year.
<b>Cotton Mills.</b>									
Ewo Cotton S. & W. Co., Ltd.	1138	20,000	£50	all	148 1/2 Nov.	120 July	138	137	Tls. 15 for year ending 31/10/13
H'kong Cotton Co.	17 1/2	125,000	\$10	all	10 1/2 April	7 1/2 Dec.	7 1/2	7 1/2	50 cents 31/7/08
Kung Yik	1 1/2	75,000	£10	all	13 1/2 Jan.	12 1/2 July	12 1/2	12	Tls. 15 for year ending 31/11/13
Laou Kung Mow	84	8,000	£100	all	112 Jan.	93 Sept.	84	82 1/2	Tls. 12 for 1913
Shanghai Cottons	1.124	50,000	£50	all	136 Mar.	104 Sept.	1.4	1.16	Tls. 10 for year ending 30/6/13
<b>Miscellaneous.</b>									
China Borneo Company, Ltd.	\$11 sa.	60,000	\$12	all	11 1/2 May	9 April	11	11	\$1.20 for 1913
China Light & Power Co., Ltd.	\$4.90 sa.	50,000	\$5	all	5 Nov.	2.80 Jan.	4.90	4.90	6% for year ending 28.2.06
Do. (Spec. shares)	9 1/2	200,000	\$10	all	9 1/2 Feb.	8 1/2 May	8 1/2	8 1/2	70 cts. for 1913
China Prov. L. & M. Co., Ltd.	838	40,000	\$7 1/2	all	29 Oct.	2 1/2 Jan.	38	38	\$1.30 for year end'g 31/7/13
Dairy Farm Company, Ltd.	5.60	400,000	\$10	all	7.80 Nov.	4.10 Jan.	6.60	6	40 cts. for 1911
Green Island Cement Co., Ltd.	\$43	9,000	\$10	all	49 Dec.	26 Jan.	43	43	\$1.81 per share for 1913
Hongkong Electric Co., Ltd.	\$2 5/8 sa.	6,000	\$25	all	200 Jan.	15 Oct.	215	200	Interim of \$2 1/2 a/o 1914
Hongkong Ice Company, Ltd.	\$25	60,000	\$10	all	25 1/4 July	19 Jan.	5	24	\$2 for 9.3
Hongkong Rope Mfg. Co., Ltd.	11/6	325,000	5/-	all	9/6 Sept.	4/9 Jan.	12/-	11/6	Final div. of 6d. making 7 1/2 p.c. share for 1913
Langkats	148	250,000	£10	all	75 Jan.	19 Sept.	48 1/2	47	Interim of T. 1 making T. 2 a/o 1913
Peak Tramway Co., Ltd. (Old)	\$10	25,000	\$10	all	11 1/4 April	9 Sept.	10	10	80 cts. on fully paid shares and 8 p.c. on 8 1/2 paid shares for year ending 30/4/14
Do (New)	90 cts. s.	5,000	\$10	all	1.00 Jan.	90 cts. June	90 cts.	90 cts.	None
Philippines	\$5 s.	75,000	\$10	all	5	5	5	5	\$1.50 for 1910
H. Price & Co., Ltd.	\$6	13,200	\$50	all	6	6	6	6	None
Societe des Pulpes et Papier	\$20	18,000	£20	all	5.00 May	3.50 Oct.	5	4.65	No dividend this year
James de Tonkin	\$135	20,000	\$5	all	18 1/2 May	13 1/2 Feb.	18 1/2	18	85 cts. for year ending 31/5/14
Shanghai Sumatras	\$4 65 s.	50,000	\$10	all	8 1/2 May	6 1/2 Jan.	7.40	7.30	\$1.25 per share for year ending 31/12/13
Steam Laundry Co., Ltd.	\$18 1/2 b.	80,000	\$10	all	8 1/2 May	6 1/2 Jan.	7.40	7.30	50 cts. for year ending 30/6/13
Union Water-boat Co., Ltd.	\$7.40 b.	80,000	\$10	all	11 July	9 Jan.	8 1/2	8 1/2	None
A. S. Watson and Co., Ltd.	\$8 1/2 s.	8,000	\$7 1/2	all	11 July	9 Jan.	8 1/2	8 1/2	None
William Powell, Limited	\$29 b.	6,000	\$25	all	11 July	9 Jan.	8 1/2	8 1/2	None
S. C. Morning Post	\$29 b.	6,000	\$25	all	11 July	9 Jan.	8 1/2	8 1/2	None

## WRIGHT &amp; HORNBY.

Share and General Brokers.

5, Des Voeux Road Central Tel. address, Recluse

CORRECTED TO NOON JULY 31, 1914.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

## BANKS.

## INTERNATIONAL BANKING CORPORATION.

Head Office: 60, Wall Street, New York.  
London Office: 14, Bishopsgate, E.C.

## BRANCHES:

Hankow  
 Canton  
 Kobe  
 Peking  
 Shanghai  
 Yokohama

Capital and Surplus equal to \$1,000,000

EVERY DESCRIPTION OF BANKING BUSINESS

NESS UNLIMITED.

CURRENT ACCOUNTS opened on the usual terms

DEPOSITS RECEIVED, fixed for one year at 4 1/2 per annum, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAILS AND TELEGRAPHIC REMITTANCES

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities of the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE WOOD, Manager.

Queen's Road, Hongkong

Hongkong, 1st Nov. 1912

## THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,900,000

Head Office.—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Peking, Shanghai, Tientsin, Yokohama.

Agencies: London, New York, San Francisco, etc.

Interest Allowed on Current Accounts.

Deposits received for fixed periods at rates to be ascertained on application.

EISHIONO, Manager.

Hongkong, 6th April, 1913. [18]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,800,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 11th April, 1913. [2]

## NOTICES

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up, £1,250,000.)

Loans on Mortgage of House Property, &amp;c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c., Undertaken and Executed.

SHEWAN, TOMES &amp; CO. General Managers.

Hongkong, 19th March, 1914

## PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 A.M. to 1.00 P.M. Every 15 Min.

1.00 P.M. to 1.00 A.M. Every 15 Min.

1.00 A.M. to 1.00 P.M. Every 15 Min.

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1.00 P.M. to 1.00 A.M. Every 15 Min.



## CONSIGNEES

## "BEN" LINE OF STEAMERS

## NOTICE TO CONSIGNEES.

## The Steamship

## "BEN LOMOND"

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th August will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 4th Aug., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th August, 1914.

## PACIFIC MAIL STEAMSHIP COMPANY.

From SAN FRANCISCO, JAPAN PORTS AND MANILA.

## S.S. "MANCHURIA"

The above mentioned vessel having arrived, consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from alongsides, Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining on board Thursday, 13th, August 1914 at 5 p.m. will be subject to landing charges and if undelivered Monday 17th instant, 1914 at 5 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Monday August 17th, 1914, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before September 10th, 1914 otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 10th August, 1914.

## PUBLIC COMPANIES

## S.S. "TINCANG" (Wrecked)

SHIPPERS and Underwriters interested in the cargo of this steamer are requested to communicate with the Underwriter within three months from date.

GILMAN & Co., Lloyd's Agents.

## PUBLIC COMPANIES

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO. Ltd.

## NOTICE TO SHAREHOLDERS

## AN INTERIM DIVIDEND OF FIFTY CENTS per share

for the Six Months ending 30th June, 1914 will be PAYABLE on FRIDAY, 14th AUGUST, 1914,

on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday 4th August to Friday 14th August (both days inclusive), during which period no transfer of Shares can be registered.

By order of the Board of Directors,

JOHN ARNOLD, Acting Secretary.

Hongkong, 28th July, 1914.

## NOTICES

## PEAK CLUB.

THE Band will play as usual in the grounds on Saturday night next, 15th instant. A selection of music will be performed in the B. 1 Room.

ENTERTAINMENT COMMITTEE.

Hongkong, August 12th, 1914.

## TO PARENTS.

## ST. JOSEPH'S COLLEGE, MACAO.

BOARD Lodging & Education at most moderate terms. Portuguese, Chinese, French, etc. Complete commercial course in English. Opens 1st September. Apply RECTOR.

## SILIMPON COAL.

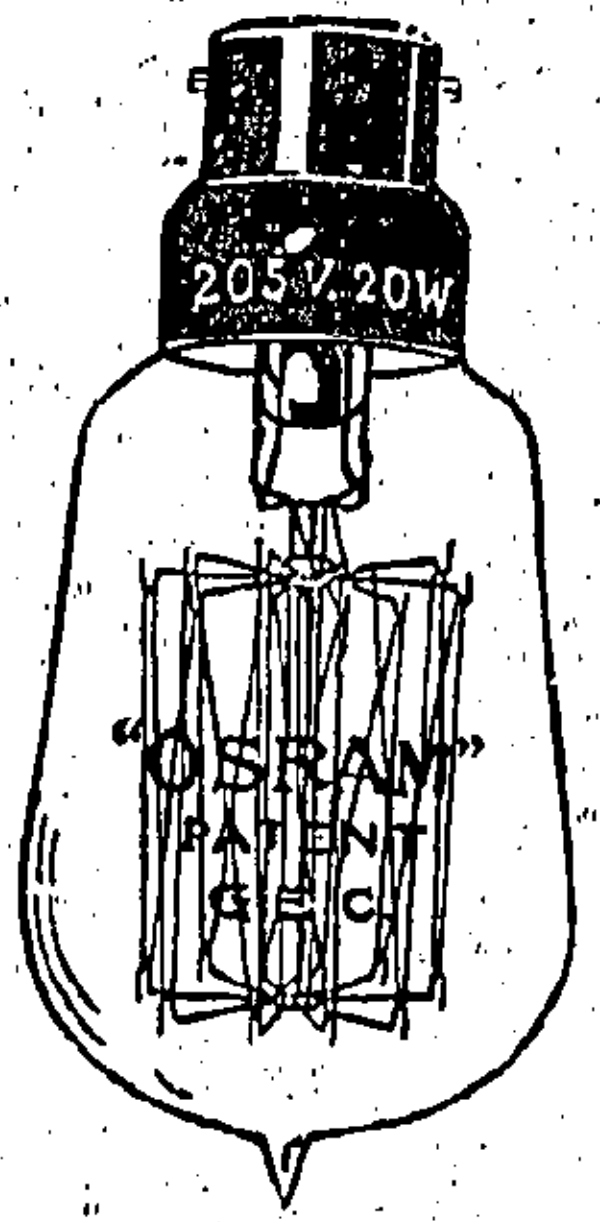
## BUNKERS

can be supplied at cheap rates at

## SANDAKAN &amp; SEBATTIK (British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A BUNE.



## APENTA Natural Aperient Water

For use by THE BILIOUS, THE GOUTY, THE CONSTIPATED, and THE OBESE.

DOSAGE—A Wineglassful before Breakfast.

IT IS WHAT YOU GET MORE THAN WHAT YOU PAY. THE DOUBLE STRENGTH MEANS DOUBLE VALUE.

LOTUS MOKHA IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

H. RUTTONJEE & SON.

## POST OFFICE

## MAILS CLOSE TO-MORROW.

Swatow, Amoy, Formosa via Tamsui—Per DAIGI M. Aug. 16th 9 a.m.

Swatow—Per HAIMUN 16th Aug. 9 a.m.

## MONDAY, 17th Aug.

Hothow, Pakhoi & Haiphong—Per HANOL 17th Aug. 10 a.m.

Shanghai & North China—Per LIANG-CHOW, 17th Aug. 2 p.m.

## TUESDAY, 18th Aug.

Swatow, Amoy & Foochow—Per HAITAN, 18th Aug. 10 a.m.

Formosa via Keelung, Shal, North China, Japan, via Nagasaki, Honolulu, United States, South America and Canada via S. S. Francisco (Europe via San Francisco)—Per MANCHURIA, 18th inst., 10 a.m.

Philippine Is.—Per CHINHUA, 18th Aug. 3 p.m.

## WEDNESDAY, 19th Aug.

Hothow, Pakhoi & Haiphong—Per KAI FONG, 19th inst., 9 a.m.

Swatow, Amoy, Formosa via Tamsui, Amoy—Per SUSHU MARU, 19th Aug. 9 a.m.

Formosa via Keelung, Shal, North China, Japan, via Nagasaki, Honolulu, United States, South America and Canada via S. S. Francisco (Europe via San Francisco)—Per PANAMA, 19th inst., 2 p.m.

Philippine Is.—Per CHINHUA, 19th inst., 3 p.m.

## TUESDAY, 25th Aug.

Philippine Is.—Per TAMING, 25th Aug. 3 p.m.

Japan via Nagasaki—Per TANGO M., 25th Aug. 9 a.m.

## WEDNESDAY, 26th Aug.

Straits & Colombo—Per KATORI M., 26th inst., 9 a.m.

## FRIDAY, 28th Aug.

Formosa via Keelung, Japan via Moji, Victoria B.C., and Seattle—Per SADO MARU, 28th Aug. 3 p.m.



## No need to wrap up against SORE THROAT if you suck Formamint Tablets.

Sore Throat is not due to cold or damp, but to germs.

Formamint kills these germs in the mouth and throat. Therefore it both cures and prevents Sore Throat, etc.

Lord Glanville writes: "I have been using Wulfin's Formamint for Sore Throat with the most satisfactory results."

## Wulfin's FORMAMINT Tablets

also prevent infectious diseases like Influenza, Diphtheria, Scarlet Fever and Measles. They are absolutely harmless, even to young children.

The Bishop of Bath and Wells writes: "The value of Formamint as a remedy and preventive is appreciated in this house."

## Write to-day for Free Booklet.

Formamint is sold by all Chemists in bottles of fifty tablets. Buy a bottle to-day, and always carry it with you for immediate use when you are exposed to infection. Send a postcard, mentioning this paper, to A. Wulfin and Co., 6, Kiukiang Road, Shanghai, who will send you an interesting Booklet which fully explains the nature and uses of Formamint, and contains much valuable information.

## SHIPPING NEWS.

## ARRIVED.

Waishing, Br. ss. 1,370, A. S. Woodget, 14th inst.—Saloon, 10th inst. Rice—J. M. & Co.

Chingchow, Br. ss. 1,195, J. Dryle, 14th inst.—Saloon, 10th inst. Cement—B. T. & Co.

Taurugian Maru, Jap. ss. 2,560, S. Harada, 14th inst.—Milk, 8th inst. Coal—M. B. K.

Sosho Maru, Jap. ss. 1,110, K. Hattori, 14th inst.—Swatow, 13th inst. Gen.—O. S. K.

Eligor, Norw. ss. 875, E. Fingelsen, 14th inst.—Daly, 7th inst. Beans & Bean-oil—Chinese.

Childar, Norw. ss. 1,110, H. Nielsen, 14th inst.—Swatow, 13th inst. Rice—T. & Co.

## DEPARTED.

August 14.

Tungabing for Saigon, Minosota for Seattle via Nagasaki, Wingang for Hongkong, Adenham for M'bourne via Thursday Is, Yinchow for Shanghai via Swatow, Yodo Maru for Hongkong, Perseus for Yokohama via Shanghai.

## PASSENGERS ARRIVED.

Per ss. Childar from Bangkok—Mrs Pertz and two boys, Miss Blount.

## PASSENGERS DEPARTED.

Per ss. Minnesota for Seattle etc.—Mr & Mrs Geo Green, Mr & Mrs Edward Y Lee, Mr & Mrs W. Olson, Lam Yee-sow, W. Horner, Finster, Dr Leo Gae-wu, Miss Wiley, Johansen, A. S. Ellis, F. S. McMur-ray, A. I. Ellis, Cook, Mrs G. L. Hill, Mr & Mrs Ullstrup, Mrs Koo-yoo, Laung Truck Chow, Mr & Mrs B. F. Weaver, F. H. Thompson, Ch. H. Lewis, Mr & Mrs J. Waters, Master H. J. Waters, H. Rogers, L. Green, Mrs Humphreys, Miss Humphreys, Mrs J. Shaw, Miss M. L. take um, Vis G. F. D. shen, Mrs H. E. Boldt, B. E. Lear, Mr and Mrs Loney Lai, Rev & Mrs Kruger, F. A. Wetherell.

## PASSENGERS EXPECTED.

Per ss. Kashima Maru from London—Mr & Mrs Chung, Yan-woo, Miss T. H. Chung, Yan-woo, T. Barnaby, Ching, Miss Kikkawa, Mrs J. Baillie Guthrie, Miss L. Baillie Guthrie, Dr N. Yamam, K. Dr K. Hayashi, Miss J. Fowler and Mrs Oishi.

## SHIPS PASSED THE CANAL.

London, 17 July.  
Arrivals from China—Brigavia, Poly, in the level of the sea in inches, tenths and hundredths.  
2 Temperature, in the shade, in degrees Fahrenheit.  
3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4 Direction of Wind, to two points.  
5 Force of Wind, according to Beaufort Scale.  
6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, r rain, s snow, t thunder, v visibility, w dew wet.  
8 Rain in inches, tenths and hundredths.

London, 21 July.  
Arrivals from China—Agapenor, P. Ludwig, Arabia, Norderny.  
The following vessels have passed the Canal—Brazilia, Cordillera, Gneben, Hitachi Maru, Indrani, Kashima Maru, Nippon, Orestes, Siam.

London, 24 July.  
Arrivals from China—Africa, Cathay.  
The following vessels have passed the Canal—Perseus, Phenix.

London, 28 July.  
Arrival from China—Hitachi Maru.  
The following vessels have passed the Canal—Bennary, Canton, Glenroy, Maharn, Myrmidon, Nubis, Peking, Svorono, Sithonia, Nellere.

London, 31 July.  
Arrivals from China—Achilles, Brnallia, Chatter, E. Bulow, Goeben.  
The following vessels have passed the Canal—Miyazaki Maru, Aenne, Rickmers Helgoland Deucalion, Keemun.

Oysters, Fresh, Hot or Stewed, Flindon Ha Idooka, Kippers & Co., ALEXANDRA CAFE.

## WEATHER REPORT.

On the 14th at 5.55—Red drum hoisted. At 11.55—Pressure has increased slightly over N.E. China and decreased considerably over the Formosa Channel and neighbouring districts. It has increased moderately over Luzon and decreased slightly over F. Annam and Tongking.

On the 6 a.m. this morning the typhoon, which is now severe, was situated to the south of the Pescadores, moving N.W. or W.N.W. It will probably strike the coast near Amoy, but there is still a possibility of its curving to westward.

No returns from Japanese stations. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong and Neighbourhood	N.W. to W. winds, moderate to strong, fair at first, afterwards rain & squally
2 Formosa Channel	Cyclonic gales.
3 South coast of China between H.K. and Lamook	The same as No. 1.
4 South coast of China between H.K. and Hainan	W. winds, freshening.

China Coast Meteorological Register, 14th Aug. a.m.

Station	Hour	Barometer	Temperature	Humidity	Wind	Force	Weather
Wootok	7a						
Nemuro	6a						
Hakodate							
Tokio							
Kobe							
Nagasaki							
Kingma							
Oshima							
Naha							
Ishikawa							
Bonin Is.							
Onofo							
Whale		29.82	77	95	sw	3	b
Hankow							
Ichang							
Kiukiang							
Changsha		29.82	76		sw	2	b
Shanghai		29.83	79		sw	3	b
Chinkiang		29.80	82		sw	7	c
Shanghai		29.80	82		sw	7	c
Amoy		29.80	78	53	sw	8	c
Swatow		29.81					
Taihu		29.81					
Taihu		29.83					
Taiwan		29.86					
Kohun		29.87					
Canton		29.87	83	79	sw	1	b
H'kong		29.82	84	80	sw	2	c
Gap Rock		29.83			sw	4	c
Macao		29.88	85		w	2	c
Wuchow							
Hochow							
Phullen		29.71	79				0 b
Tourane		29.69	79		sw	4	c
O. St. J.		29.80	77		sw	5	c
Apurri		29.63	78		s	2	c
Manila		29.76	78		sw	1	c
Cebu		29.78	78		sw	1	c
Bacolod		29.87	85		w	2	c
Lubuan		29.85	84				

## T. F. Claxton, Director,

Hongkong Observatory, Aug. 14.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, r rain, s snow, t thunder, v visibility, w dew wet.

8 Rain in inches, tenths and hundredths.

## METEOROLOGICAL.

Previous

Day On date On date

at p.m. at 6 a.m. at 6 p.m.

Barometer ..... 29.80 29.82 29.83

Temperature ..... 80 84 89

Humidity ..... 65 60 64

Wind Direction ..... W WSW WSW

Force ..... 3 2 2

Weather ..... b 2 c

Rain ..... 0 0 0

Wet open air temperature on the 14th at 10 a.m.

H.K. Observatory, 14th August.

T. F. CLAXTON, Director.

## TO SAIL

## REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong

For NEW YORK

## S.S. "ST. EGBERT"

on or about 25th August

For Freight and further information apply to

DODWELL & CO., LTD

Hongkong, July 28th, 1914.

Agents.

## "GLEN LINE"

(McGREGOR GOW & Co.) Ltd.

For London & Antwerp

Saloon passage Hongkong to London £40 10

For freight or passage, apply to

10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, SHEWAN TOMES & Co., Agents.

## MAIL STEAMERS

## THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

Will despatch VESSELS